

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

## ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

## ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

## BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

## BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, hkg. com.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*

## BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corp., commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bourneque Co., grain merchants.\*  
Urmonst Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

## CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

## CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission mchts.\*  
Bridge & Leonard, commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Holt & Co., Lovell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
Loran & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Moyer Holbrook & Co., grain commission.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.\*  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.

## CHICAGO (Continued).

Requa Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothschild Co., D., receivers and shippers.\*  
Rothschild Co., Moses, receivers and shippers.\*  
Runsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Udlike Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*

## CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

## CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

## DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

## DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

## DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Gallagher Grain Co., grain merchants.\*  
Great Western Alfalfa Mfg. Co., alfalfa products.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Pheasant Grain Co., T. D., wholesale grain.\*  
Scott-George Grain Co., receivers and shippers.\*  
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The, W. F., wholesale hay.

## DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.\*  
Bartz & Co., W. H., grain merchants.\*  
Iowa Grain Co., receivers & shippers.\*  
Lockwood, Lee, grain, millfeed broker.  
Marshall-Hall Grain Co., grain commission.\*  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

## DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay comgnts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.\*

## FRANKFORT, IND.

Frank & Co., William, grain brokers.

## GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

## GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.\*

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HASTINGS, NEBR.

Elder, Fred W., whlse, grain, hay and mill pdts.\*  
Koehler-Twiddle Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

## HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

## HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hansam-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.  
Kelly Mfg. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.  
Reno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., recvrs. shprs. millo, kafir.  
Union Grain Co., grain merchants.

## INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Goldberg Grain Co., consignments.\*  
Hayward-Rich Grain Co., grain commission.\*  
Hill, Lew, strictly commission.  
Hoosier Grain Co., consignments only.  
Kinner Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Urmonst Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elevtr., trk. buyers, sellers, gr. & ads.  
Wagner-White Co., trk. buyers-sellers, grain-feed.

## KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.\*  
Armour Grain Co., grain buyers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.\*  
Clay (Frank B.) Grain Co., hedging—mill orders.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.\*  
Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Federal Grain Co., receivers, shippers.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Friscio Elevators Co., grain merchants.\*  
Goffe & Carkeener, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.\*  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.  
Orthwein Matchette Co., consgmts., buying orders.\*  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Secular-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twiddle-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

## LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

## LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

## LITTLE ROCK, ARK.

Board of Trade Members.

Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.\*  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*

## LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

## LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs. shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Browne, Walter M., broker, commission merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Franklin Grain Co., feeds, grain, hay.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Quinn Shepherdson Co., receivers & shippers.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elevtr. Co., grain receivers and shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., grain merchants.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Banner Grain Co., grain receivers.\*  
Benson, Staback Co., grain commission.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Dairymple Co., William, grain commission.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain receivers-shippers.\*  
Gould Grain Co., receivers and shippers.\*  
Hankinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H., & Co., grain commission.\*  
Quinn-Shepherdson Co., receivers and shippers.\*  
Scroggins Grain Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley and oats my specialty.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.\*  
Schwartz & Co., B. F., commission merchants.\*  
Therrien, A. F., broker.\*

### NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Cozart Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Grain Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Oklahoma City M. & E. Co., grain merchants, millers.\*  
Kutledge Grain Co., commission merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.\*

\*Member Grain Dealers National Association.

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Whyte Grain Co., consignments.\*  
Beal Commission Co., consignments a specialty.\*  
Butler Welsh Grain Co., grain merchants.\*  
Cope & Kearney, grain commission.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers and commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., receivers and shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*  
Uplake Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner Hudnut Co., receivers and shippers.\*  
Warren Commission Co., consignments.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E. L., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed..\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., grain merchants.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Taylor & Bournique Co., grain merchants.\*  
Walton Co., Samuel, grain and hay.\*  
Young & Fisher, brokerage and commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers and exporters.\*  
Globe Grain & Mfg. Co., grain, hay and feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain and bags.\*

### PUEBLO, COLO.

McClelland Mett I. & R. Co., grain, hay and feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

### SEATTLE, WASH.

Albers Bros. Mfg. Co., millers and exporters.\*  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain and bags.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Geiger Grain Co., commission merchants.\*  
Gordon Commission Co., T. P., gr. dealer and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.\*  
Dreyer Commission Co., feeding stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., receivers and shippers grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain commission.\*  
Mason Hawpe Grain Co., grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Teasdale Com. Co., J. H., receivers and shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIoux CITY, IOWA.

#### Board of Trade Members.

Button Co., L. C., grain commission.\*  
Bailey, Walter H., grain merchants.\*  
Flenley Grain Co., grain and commission.\*  
King Elevator Co., receivers and shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.\*  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
Taylor & Bournique Co., grain merchants.\*

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

#### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
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CLYDE M. CARR  
ERNEST A. HAMILL  
CHARLES H. HULBURDCHARLES L. HUTCHINSON  
MARTIN A. RYERSON  
J. HARRY SELZ  
EDWARD A. SHEDD  
ROBERT J. THORNE  
CHARLES H. WACKER

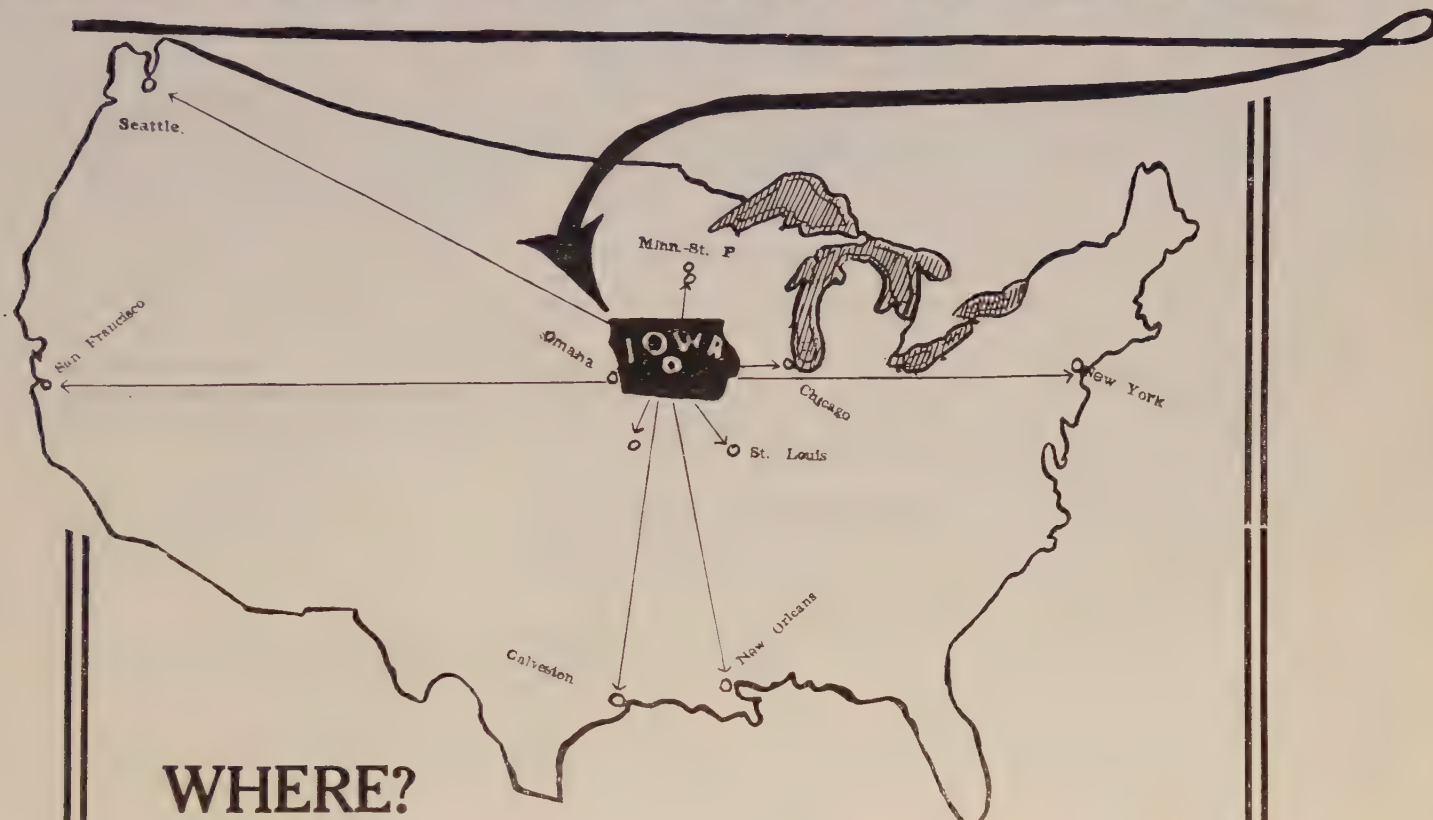
FOREIGN EXCHANGE—LETTERS OF CREDIT—CABLE TRANSFERS

## ACCOUNTS OF GRAIN MERCHANTS INVITED



STUDY THIS MAP!

# DES MOINES



## WHERE?

Des Moines is the center of Iowa. Iowa is the center of the richest agricultural district in the world.

## WHEN?

The market is ready to buy or sell your grain NOW. No time in the future will offer you greater opportunity.

## WHY?

A logical and justifiable question. The answer is: Des Moines is located at the source of supply, with the shortest average haul to all large centers of the country. You will find here an eagerness to serve and satisfy.

## WILL YOU

share the triumph of Des Moines' success? Affiliate your grain business with any of the Des Moines firms, and do it today.



Board of Trade  
Members**KANSAS CITY**Board of Trade  
Members**KAFIR-MILO MAIZE PARKER CORN CO.**

WIRE FOR DELIVERED PRICES

7-8 Board of Trade

Real Service on  
ConsignmentsOperators 1,500,000  
BU. ELEVATOR**FEDERAL GRAIN CO.**

SUCCESSORS TO

**AYLSWORTH GRAIN CO.**

BOARD OF TRADE

KANSAS CITY, MO.

U. S. A.

Buyers and Sellers  
ofWheat, Corn, Oats,  
Kafir and Milo**STEVENSON GRAIN CO.**

KANSAS CITY, MO.

Buyers and Sellers of Grain

Prompt and Careful Attention Given Consignments

**SHANNON GRAIN COMPANY****CONSIGNMENTS**

201-2 Board of Trade KANSAS CITY, MO.

Buyers—Sellers  
**WHEAT . CORN  
OATS . BARLEY**  
CONSIGNMENTS  
MILL ORDERS

We buy and sell

**KAFIR CORN — FETERITA  
MILO MAIZE****B. C. CHRISTOPHER & CO.**  
Kansas City, Mo.**BRUCE BROS. GRAIN CO.**

KANSAS CITY, MO.

**CONSIGNMENTS**

WICHITA, KANS.

**Mensendieck Grain Co.****CONSIGNMENTS****WESTERN GRAIN CO.**

Shippers (a Specialty)

**MILL FEED and FLOUR**  
Natural Feeding and Milling Corn, Oats,  
Barley, Kafir Corn and Milo Maize.  
Bulk or Sacked.

657-660 Gibraltar Bldg., Kansas City, Mo.

**ADDISON GRAIN CO.**

Wheat, Corn, Oats, Kaffir, Milo

Consignment Specialists

244 Glover Bldg., KANSAS CITY, MO.

R. J. THRESHER, Pres. EREN S. THRESHER, Secy.

**Thresher Fuller Grain Co.**

Grain Commission Merchants

Consignments Solicited

Grain Bought and Sold for Future Delivery

311 Board of Trade KANSAS CITY, MO.

**Scoular - Bishop  
Grain Company**

Superior Service

Kansas City, Mo.

**CONSIGNMENTS**

We specialize in

**FETERITA KAFIR MILO**

Hipple Grain Co., Kansas City, Mo.

**CONSIGNMENTS**  
HEDGING—MILL ORDERS**Yes Sir!****We Handle  
CONSIGNMENTS  
GRAIN—SEEDS****S.H. MILLER GRAIN CO.**  
KANSAS CITY, MO.**MORRISON GRAIN CO.**  
**CONSIGNMENTS**301-302 Board of Trade  
KANSAS CITY**CONSIGN****Ernst-Davis Com. Co.**

Kansas City

**SPECIAL ATTENTION  
GIVEN TO FUTURES**MEMBERS  
Kansas City Board of Trade  
Chicago Board of Trade  
St. Louis Merchants Ex.**TWIDALE-WRIGHT GRAIN CO.**

Board of Trade, KANSAS CITY, MO.

Consignments and Future Trades Solicited

*The last word in  
Consignment Service*

C. V. FISHER, Pres. P. G. HALE, Mgr.

**C. V. FISHER GRAIN CO.****CORN**

KANSAS CITY, MO.

**VANDERSLICE-LYNDS  
COMPANY**Grain Commission Merchants  
Since 1889

Kansas City, Missouri

**HALL-BAKER GRAIN CO.**

Buyers and Sellers of Grain

**CONSIGNMENTS**

Kansas City - - Missouri



Board of Trade  
Members

## KANSAS CITY

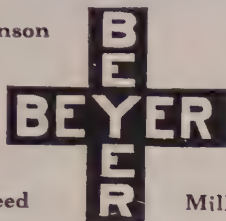
Board of Trade  
Members

### The Beyer Grain Co.

KANSAS CITY

Hutchinson

Wichita



Mill Feed

Mill Orders

**CONSIGNMENTS**

**A. C. DAVIS GRAIN CO.**  
Grain Commission  
Mill Orders a Specialty  
Consignments and Future Orders Solicited  
**KANSAS CITY, U. S. A.**

Receivers and Shippers  
**CROYSDALE GRAIN CO.**  
GRAIN, MILL PRODUCTS, FIELD SEEDS  
Straight and Mixed Cars  
303-305 Board of Trade, KANSAS CITY, MO.

Consignments and Futures **CLAIBORNE COMMISSION CO.** 338 Glover Bldg.  
"One car leads to another" KANSAS CITY, MO.

**NELLIS-WITTER GRAIN & MILLING CO.**  
GRAIN and FEEDS  
610 Postal Building KANSAS CITY, MO.

Corn Exchange  
Members

## BUFFALO

Corn Exchange  
Members

### Ship Us Your Corn, Oats and Wheat

Regardless Of Its Condition

We operate the Superior Elevator equipped with all modern machinery for handling grain

**PRATT & CO.**

OPERATORS OF

**SUPERIOR ELEVATOR**

910 Chamber of Commerce, Buffalo, N. Y.

### Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

### Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

**GRAIN DEALERS JOURNAL**

305 So. La Salle Street, Chicago, Ill.

**THE CHURCHILL GRAIN & SEED COMPANY**  
RECEIVERS AND SHIPPERS BUFFALO, NEW YORK



### BUFFALO GRAIN COMPANY

Receivers, Forwarders and Commission  
Consignments Solicited

Est. 1903

Barley a Specialty


**"Follow the Flag"**

It Leads to Success  
**CONSIGNMENTS**
**URMSTON GRAIN COMPANY**  
Buffalo, N. Y. Indianapolis, Ind.

**A. W. HAROLD**  
**GRAIN BARLEY** A Specialty

717 Chamber of Commerce,

BUFFALO, N. Y.

**Electric**  
Consignment  
**Service**

A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.

**ELECTRIC**  
**GRAIN ELEVATOR**  
**CO., BUFFALO**

### Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; the column heading the second or tens figure. The required number can be instantly found if properly entered.

**ORDER FORM 40** contains 40 pages, with spaces for registering 12,000 cars. Price, \$1.75.

**ORDER FORM 42** contains 72 pages, with spaces for registering 21,600 cars. Price, \$2.75.

**GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago, Ill.**



# LINCOLN NEBR

## Federal Grain Inspection

Mr. Shipper: You can stop your grain in Lincoln and get a federal grade before you ship it to terminal markets. Know what your grain will grade at the Terminal. It will pay you. Get in touch with these Lincoln Firms:

W. T. Barstow Grain Co.  
Nebraska Corn Mills  
Central Granaries Co.

M. T. Cummings Grain Co.  
Ewart Grain Co.  
Gooch Milling & Elevtr. Co.

Lincoln Grain Co.  
Wilsey Grain Co.  
Wright-Leet Grain Co.

DeWitt Grain Co.  
Foster Grain Co.

Grain Exchange  
Members

## SIoux CITY

Grain Exchange  
Members

### QUINN-SHEPHERDSON CO.

GRAIN COMMISSION  
MINNEAPOLIS, MINN.

W. H. HARTER, Manager, Sioux City, Ia.

### L. C. BUTTON CO.

510-511 Grain Exchange, SIOUX CITY, IOWA

**General Grain and  
Commission Business**  
USE US

### SLAUGHTER-BURKE GRAIN CO. RECEIVERS—SHIPPERS

SIOUX CITY, IOWA SIOUX FALLS, S. DAK.

*Get Our Quotations on Corn  
and Oats*

### TAYLOR & BOURNIQUE CO.

628-29 Grain Exchange  
SIOUX CITY, IOWA

**BUYERS AND SELLERS  
CORN OATS BARLEY**

## ALFALFA PRODUCTS COMPANY

### RESULTS OUR MOTTO Receivers and Shippers Grain, Alfalfa and Prairie Hay

—Manufacturers of APCO BRANDS—NU MEEL—ALFALFA MOLASSES FEED—  
ALFALFA MOLASSES GRAIN FEED—GROUND GRAIN OF ALL KINDS.

#### ALWAYS IN THE MARKET

Try us with a shipment of Grain or Hay.  
The result will be a PERMANENT CUSTOMER.

Get in touch with us when in the market and convince yourself that our prices are attractive; then give us your order and let us convince you that OUR STANDARD OF QUALITY means the best the market affords.

**WE ARE PAYING FANCY PRICES FOR THE BETTER GRADES OF ALFALFA FOR GRINDING PURPOSES.**

**COME ON; DON'T LOSE TIME. LET'S GET ACQUAINTED.**

**WE'LL BOTH BE PLEASED.**

Sioux City Board  
of Trade

Mill and Elevator situated fine for quick business at the C. M. & St. P. West Yards.

SIOUX CITY, IOWA.

Members  
Sioux City Hay  
Exchange

National Hay  
Association

### FLANLEY GRAIN CO.

Wholesale Grain

Omaha

Sioux City

Denver

Milwaukee

Soo Falls

### RUMSEY & COMPANY

Sioux City

Chicago

Grain Business in All Branches

Produce Exchange  
Members

## TOLEDO

Produce Exchange  
Members

### JOHN WICKENHISER & CO.

Wholesale Grain Dealers  
TOLEDO, OHIO

We make track bids and quote delivered prices.  
Solicit Consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago  
Board of Trade.



### Clover Seed

International Game, played in Toledo, Ohio.  
Providence does dealing. When "Seedy" favor  
**C. A. KING & CO.**

*Like Billy Sunday, they deal in cash and futures*

TOLEDO  
**J.F. ZAHM & Co.**  
HERE SINCE '79

### NEW OATS

**Why not Consign  
All the Time?**

Consignments

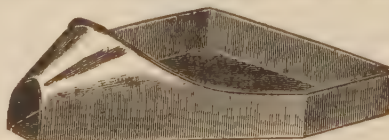
Futures

**H. W. DeVORE & CO.**

**Our Aim To Serve**

Toledo

Chicago



### Grain Sample Pans

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Grain Size 2 1/2 x 12 x 16 1/2", Price \$1.90

Seed Size, 1 1/2 x 9 x 11", Price \$1.65.

GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.



# DENVER—Where Service Is Paramount

The market for grains and similar commodities at Denver is active at all times, and the demand assures you a satisfactory outlet for your shipments. Members of the Denver Grain Exchange listed below are prepared to serve you. Write to any of them.

## J. D. BEST & CO.

We buy and sell corn, oats and barley.

## CRESCENT FLOUR MILLS, THE

We buy wheat, corn, oats, beans, etc.

## DENVER ELEVATOR

We buy and sell grain of all kinds, also beans.

## GREAT WESTERN ALFALFA MILLING CO.

Alfalfa products.

## HUNGARIAN FLOUR MILLS

Dealers in wheat, corn, oats, rye and barley.

## O. M. KELLOGG GRAIN COMPANY

Receivers and shippers of all kinds of grain.

## O'DONNELL GRAIN CO.

Think O'Donnell when you think Grain—whether you buy, sell or consign.

## PHELPS GRAIN CO., T. D.

Wholesale grain and beans.

## SCOTT-GEORGE GRAIN CO.

Wire us your price, No. 3 white oats.

## SUMMIT GRAIN & COAL CO., THE

Wheat, corn, oats, rye, barley. We always buy and sell.

## WESTERN GRAIN CO.

Receivers and shippers, grain and beans.

NOTE.—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

## THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Board of Trade  
Members

## PEORIA

Board of Trade  
Members

Consign Your

WHEAT - CORN - OATS

TO

J. A. McCREERY & SON

PEORIA

"The Top of the Market for You"

Turner-Hudnut Company

Receivers GRAIN Shippers

42-47 Board of Trade

BUCKLEY & COMPANY

Commission Merchants

GRAIN AND SEEDS

10 Chamber of Commerce PEORIA, ILL.



## T. A. GRIER & CO., Inc.

Grain Merchants

RECEIVERS AND SHIPPERS

18-22 Board of Trade, PEORIA, ILL.

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E. V. MALTBY, Vice Pres.  
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HARWOOD-YOUNG CO.

House of "H-Y" Service

Board of Trade Peoria, Ill.

G. C. McFADDEN & CO.

Merchandisers of Grain  
Shippers of Corn and Oats

Members Chicago Board of Trade PEORIA, ILL.

Consign your Grain to

WARREN COM. CO.

If you prefer to sell to arrive  
wire or 'phone for bids.

MUELLER GRAIN COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited. Track Bids Made on Request  
Room 39 Chamber of Commerce, Peoria, Ill.

## Elevator Equipment

Tell us what you need for your Grain  
Elevator and we'll tell you where to  
get it. We make no charge whatever for  
this service.

GRAIN DEALERS JOURNAL, CHICAGO

Peoria offers a strong outlet for  
NEW CORN

W. W. DEWEY & SONS

COMMISSION MERCHANTS

26 CHAMBER OF COMMERCE, PEORIA, ILL.

# DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



Grain Exchange  
Members

OMAHA

Grain Exchange  
Members**MERRIAM &  
MILLARD CO.**Terminal Elevators  
OMAHA and COUNCIL BLUFFS**MERRIAM****MERRIAM  
COMMISSION CO.  
CONSIGNMENTS****Top the Market**

SHIP TO

**COPE AND KEARNEY**Grain Commission Merchants  
OMAHA, NEBRASKA

CONSIGNMENTS SOLICITED

**MILLER-WILSON GRAIN CO.**

GRAIN MERCHANTS

200-201 GRAIN EXCHANGE OMAHA RECEIVERS &amp; SHIPPERS

GRAIN AND HAY CONSIGNMENTS

*"Personal Service,  
Good Sales, Prompt Returns"***MID-WEST GRAIN CO.**

224-5 Grain Exchange

**WELSH GRAIN CO.**

600 Grain Exchange

**GRAIN and HAY****BEAL COMMISSION CO.**405 Grain Exchange  
OMAHA*Good Sales Prompt Returns***ROTHSCHILD GRAIN CO.**

Omaha, Nebr.

**CORN—OATS**

Formerly Fisher Rothschild Grain Co.

*Service That Makes Friends and Keeps Them***E. STOCKHAM GRAIN CO.**

838 GRAIN EXCHANGE

CONSIGNMENTS

ASK US FOR BIDS TO ARRIVE

**Geo. A. Roberts  
Grain Co.****GRAIN MERCHANTS**

Consignments

a

Specialty

Omaha, Neb.

**GRAIN CONSIGNMENTS**See what we can do with  
your next car**ADAMS-WHYTE GRAIN CO.**

OMAHA

**CROWELL ELEVATOR COMPANY**

Receivers and Shippers

**GRAIN**Consignments Solicited  
OMAHA**NYE SCHNEIDER FOWLER GRAIN CO.**GET OUR MARKET  
LETTER AND BIDS

GRAIN CONSIGNMENTS

OMAHA

**VANDERSLICE LYND'S CO.**

CONSIGNMENTS

324 Grain Exchange OMAHA

**MANEY GRAIN COMPANY**

Consignments Solicited

Our Watchwords are

*"Most Dollars per Car"*

Telephone Harney 150 OMAHA, NEBRASKA

**To BUY or SELL  
RENT or LEASE  
an ELEVATOR**Place an adv. in the "Wanted" or "For Sale"  
columns of the GRAIN DEALERS JOURNAL  
of Chicago. It will bring you quick returns.**THE UPDIKE GRAIN COMPANY***"The Reliable Consignment House"*

OMAHA

MILWAUKEE

SIOUX CITY

CHICAGO

Grain and Hay  
Exchange Members

CLEVELAND

Grain and Hay  
Exchange Members

CHAS. G. CLARK

O. W. TRAPP

**SHEPARD, CLARK & CO.****HAY-GRAIN-MILLFEED**

CAR LOTS ONLY

301 Commercial Bank Bldg., CLEVELAND, O.

**THE GATES ELEVATOR CO.**

Receivers and Shippers

**Grain, Hay and Millfeeds**

CLEVELAND, OHIO

**E. I. BAILEY**

CLEVELAND, OHIO

Receiver and Shipper of

**Corn, Oats, Mill Feed**

Ask for Prices



# Clark's Decimal Wheat Values

*A Book of Tables for Instantly Finding the Cost of Any Number of Pounds of Wheat, Alfalfa Seed, Peas or Potatoes at Any Market Value Per Bushel.*

These tables have recently been extended to give the exact value of any given weight of Wheat or other commodity weighing 60 lbs. per bushel at all prices—

**From 50 Cents to \$2.39 Per Bushel**

Such tables are indispensable for Wheat handlers as they save their cost in labor and time saved and errors prevented. This book should be on every Wheat handler's desk.

Each table is printed in two colors, red and black, and each group of figures is divided by suitable red rules to facilitate the calculation. No other book of tables will give you these values so quickly. They will save you many hours of needless figuring. Compact, convenient and dependable.

They are printed on Linen Ledger paper bound in vellum so they should last for years. Form 33X. Price \$2.75.

*Order now and be prepared for this year's Big Crop*

Address All Orders to the

**Grain Dealers Journal**

305 So. La Salle St.

Chicago, Ill.



# RECEIVERS, SHIPPERS AND BROKERS

## FEED MIXERS

Alfalfa Meal Reground Oat Feed  
Telegraph collect for delivered prices.

**E. P. MUELLER**

5 N. LaSalle St. Chicago, Ill.

## Red Rust Proof Oats

My Specialty  
Always in the market  
**LEE D. JONES**  
MEMPHIS, TENN.

## E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

## KANSAS NATURAL

MILLING

## WHEAT

Hard or Soft

Direct from Country Points—via any road

WIRE US FOR PRICES

## EMPORIA ELEV. & FEEDING CO.

Grain Department

Resources \$200,000.00

EMPORIA, KAN.

## H. C. CARSON & CO.

WHEAT—CORN—OATS—RYE—BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

## Paul Kuhn & Co.

Receivers and Shippers

## GRAIN

Terre Haute and Evansville, Ind.

## Stockbridge Elevator Co.

BUYERS OF Salvage Grains

Submit Samples and Quote Prices

JACKSON

MICHIGAN

## Cedar Rapids Grain Co.

RECEIVERS and SHIPPERS

CEDAR RAPIDS, IOWA

## WHEAT - CORN - OATS

—TO—

## DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top o' the market to you."

## MUNN BROKERAGE COMPANY

NOT DEALERS - - JUST BROKERS

ENID, OKLA.

FT. WORTH, TEXAS

## MATTHEW D. BENZAQUIN GRAIN AND FEED

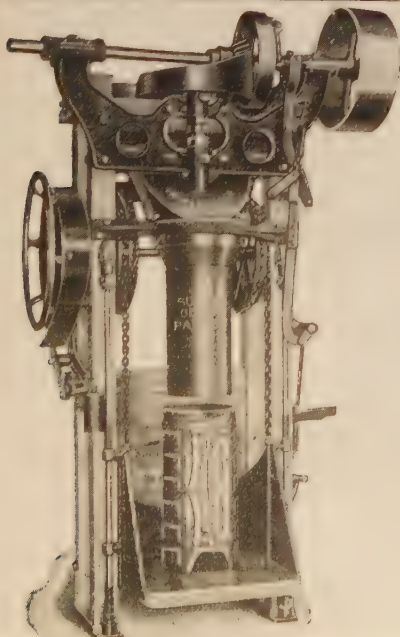
Brokerage and Commission  
DOMESTIC and EXPORT  
505 Chamber of Commerce, Boston, Mass.

## JAQUITH, PARKER, SMITH & CO.

708 Cham. of Com., BOSTON, MASS.

We buy all kinds of Grain and Mill  
Feed, Sample Feed Wheat, Barley,  
Milo, Kaffir Corn, etc., for  
NEW ENGLAND AND EASTERN TRADE  
Send Samples—Write Us

*A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.*



**I**F you are conducting a business that incorporates the handling of bran or feed, you can pack more in the sack with less effort by using an INVINCIBLE Super Giant Packer than by using any other make. There is no more difficult work required of a Packer than the handling of Alfalfa Meal. This machine does it.

## INVINCIBLE GRAIN CLEANER COMPANY

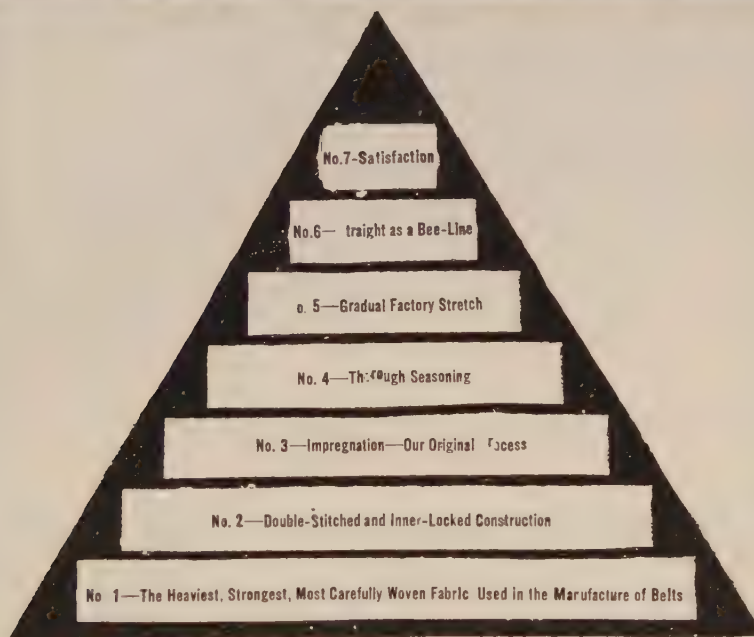
SILVER CREEK, N. Y.



# REXALL

## DOUBLE - STITCHED

# BELTING



### No. 2

Our special, double-stitched and inner-locked construction makes the full strength of the tremendously strong Rexall fabric available during the whole life of the conveyor belt because it locks the plies inseparably together so that they pull and wear as one.

But unlike conveyor belts woven solid in one piece, this construction eliminates "come and go" and excessive stretch as well as any tendency to unravel where cut or injured.

#### ANTISULPHO BELTS

are especially  
impregnated for  
bleachery service.

## IMPERIAL BELTING CO.

Factory and General Offices: Lincoln and Kinzie Sts.

CHICAGO

Branch Offices:

120 Liberty Street,  
New York, N. Y.

512 Hippodrome Bldg.  
Cleveland, Ohio.

112 Market Street,  
Pittsburgh, Pa.

205-209 Kresge Bldg.,  
Detroit, Michigan.

924 Kearns Bldg.,  
Salt Lake City, Utah.

Consult with our engineering staff if you wish assistance in solving a difficult or an unusual conveying problem. This service is offered without obligation on your part.





## Ready for the World's Most Modern Elevator

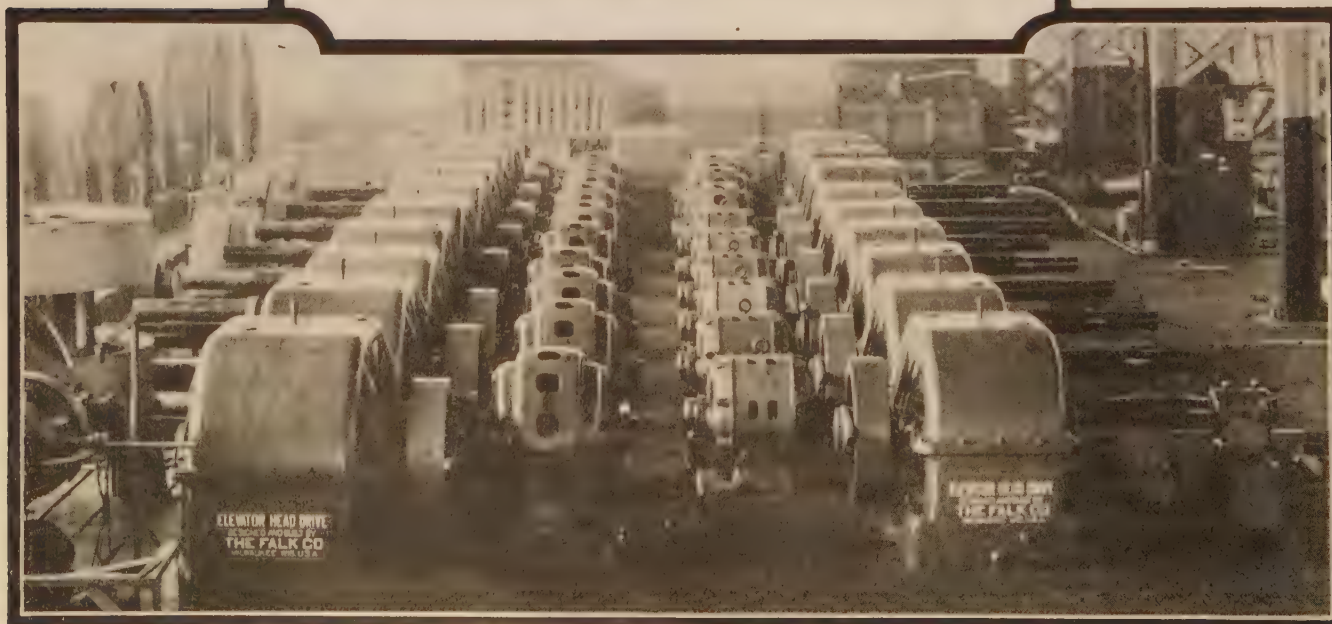
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

## THE FALK CO.

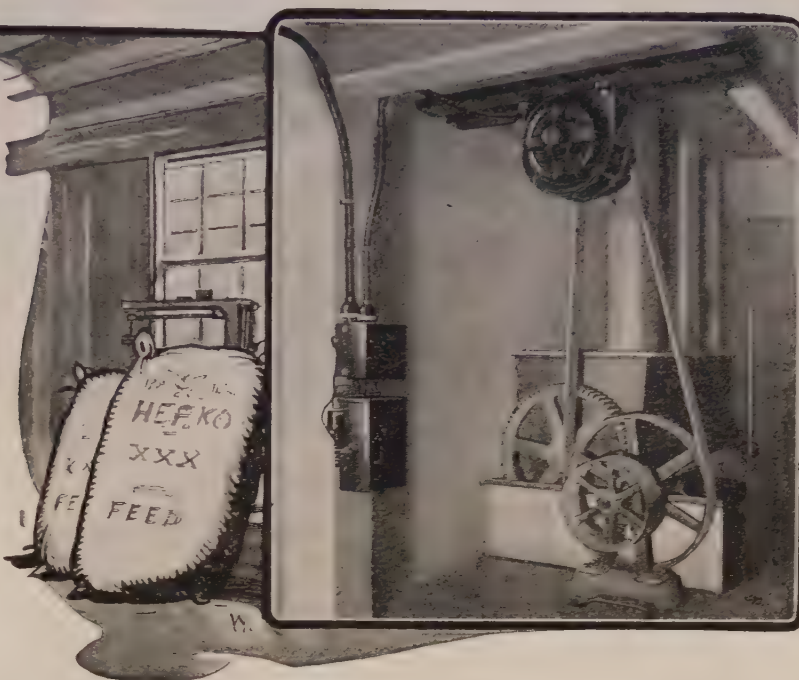
Milwaukee, Wisconsin





*Extensive use of electric power equipment enabled American mills to relieve a world food shortage without delay or interruption*

G-E Motor Driving Feed Mixer at the Hecker-Jones-Jewell Milling Company, Buffalo.



## Saving power by subdivision

**Y**OU can save power cost by running feed sections separate from flour machinery just as you can save power by operating your shovels separately and shutting them down between cars.

Not only saving in power cost but maximum dependability of operation and minimum fire risk characterize the use of G-E Electric Power Equipment in the leading mills of this country.

A bulletin, No. 4976, illustrated by photographs taken in mills producing the larger part of our flour will be sent on request and our engineers will be pleased to assist in the design of new mills or the changing over to electric power of old ones.

**General Electric**  
General Office **Company** Schenectady, NY



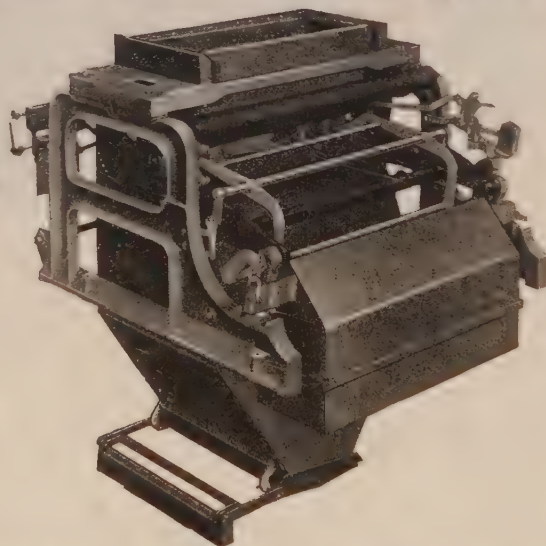
# "WISE-FOLKS-THINK"

## BEFORE THEY BUY

IMAGINE  
A SCALE LIKE THIS

### "THE NEW RICHARDSON" FAMOUS for Its Dependability

THE  
BIG IDEA  
IN  
AN  
AUTOMATIC  
SCALE



IT  
IS WHAT  
THE  
WORLD  
IS  
USING

### A COMBINATION OF FACTS

- 1st { Your Scale is an investment.  
RICHARDSON 1st Cost. FINAL ECONOMY.
- 2nd { 1st Aid to Beginners.  
Starts many a NEW ELEVATOR toward Prosperity.
- 3rd { More Richardson Scales in use than all other "Automatics" combined. More than a BILLION DOLLARS' worth of wheat will be weighed over RICHARDSON AUTOMATIC SCALES this season.
- 4th { THE NEW RICHARDSON IS THE ONLY FULL AUTOMATIC SCALE.
- 5th { SELF OPERATING—SELF ADJUSTING—  
SELF COMPENSATING—TYPE REGISTERING.

## RICHARDSON SCALE COMPANY

CHICAGO  
209 S. State Street

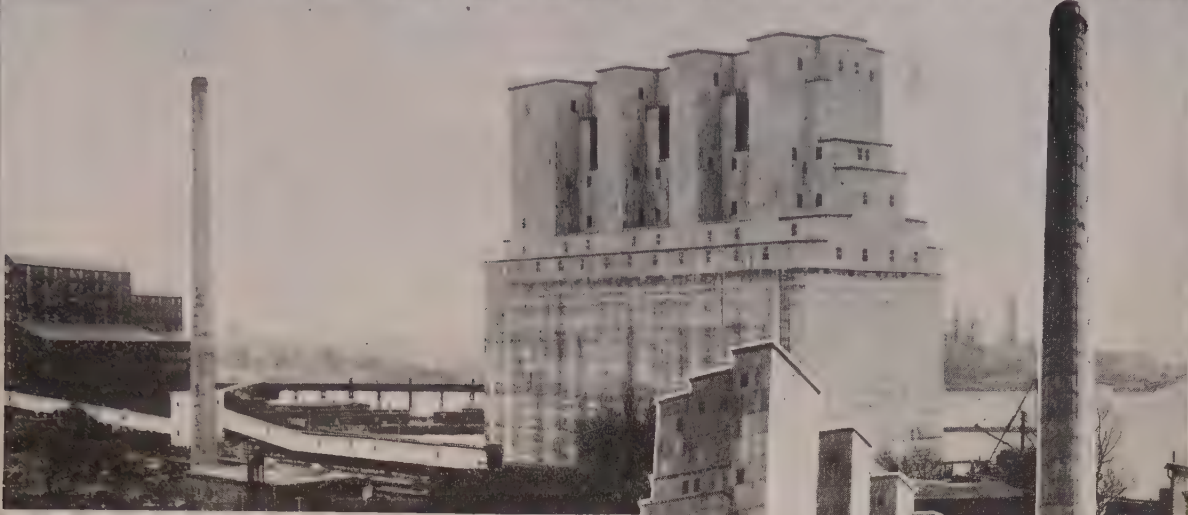
MINNEAPOLIS  
413 S. 3rd Street

OMAHA  
Keeline Bldg.

WICHITA  
147 N. Emporia

FACTORIES: PASSAIC, N. J.





# ARMCO

at  
St. Johns



The 1,000,000 bushel elevator at St. Johns, N. B., is the Eastern Terminal of the Canadian Pacific Railroad.

Built by the John S. Metcalf Co., Ltd., it was designed entirely for receiving from cars and shipping to ocean vessels. This house is connected to old elevator No. 1 by belt gallery and in that way can load to any one of four shipping galleries of the old house, and to two berths on the Government pier. 16 cars can be spotted at legs at one time.

The St. John elevator is just another instance of where a builder needed ARMCO to meet unusual conditions. John S. Metcalf Co., always specifies ARMCO where there is salt water in the air. Salt air rusts out ordinary iron siding. In fact, you will find John S. Metcalf Co. specifying

## ARMCO IRON

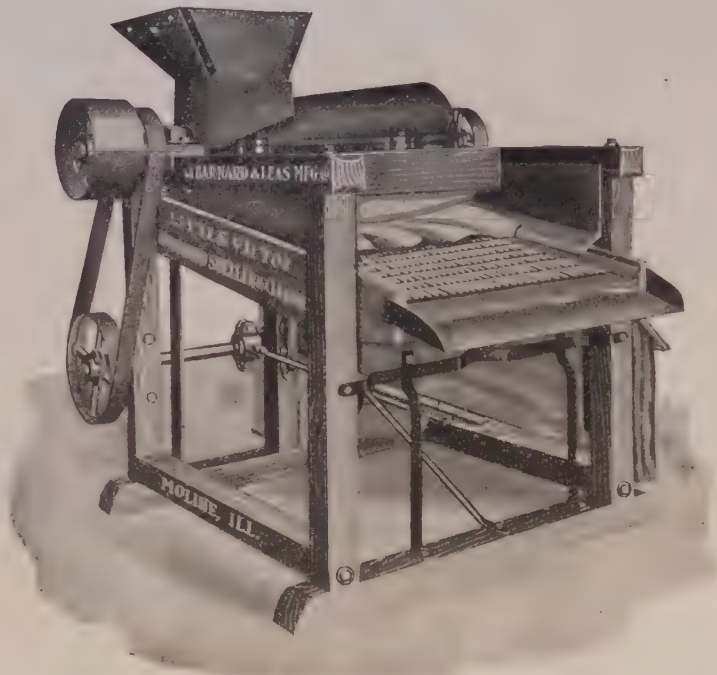
on nearly every job they build. It signifies the best in elevator construction. The reputation of the John S. Metcalf Co. has been long in the making and they cannot afford to risk any other than ARMCO.



The American Rolling Mill Co.  
Middletown, Ohio







The  
Little  
Victor  
Combined  
Corn Sheller  
And Cleaner  
Gives You

## A Combined Service

because it will shell and thoroughly clean the corn all in one operation. It is equipped with the Barnard-Cornwall new patent finger sieve which we guarantee to prevent choking, and to clean better than any other sieve. This is a strictly first-class machine, made to meet the requirements of all wanting a machine of small capacity, yet strong and durable. There are hundreds of them now in use and all giving satisfactory results.

We also manufacture a combined corn sheller and cleaner for use in warehouses where it is not convenient for want of space to locate the sheller separately. It is of the rolling screen type with the sheller located inside. Requires but one belt to drive, runs very light, will not clog and it cleans thoroughly.

*Write for Prices and FREE Catalog No. 16-M.*

Everything complete for the elevator from pit to cupola at "Direct to you from Factory" prices. Orders promptly filled.

**BARNARD & LEAS MFG. CO.**

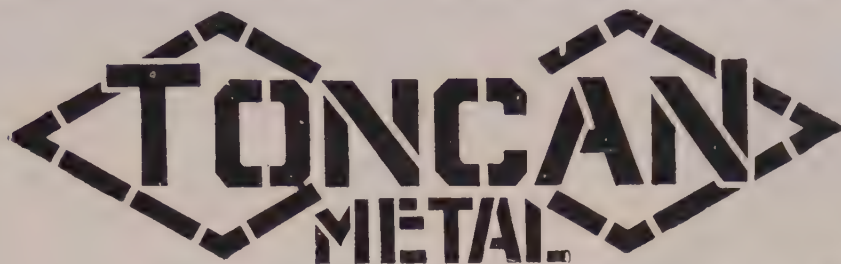
**MILL BUILDERS AND**

**MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# Cover Your Elevator with



## It Guards Against Fire

Toncan Metal Roofing and Siding offer a splendid safeguard against sparks from busy locomotives or from neighboring fires. They help to guard against fire from any source and they lower your insurance cost.

## Renders Lightning Harmless

The purity of Toncan Metal makes it an excellent conductor of electricity. Roofing and Siding of Toncan Metal properly joined at the eaves and properly connected to the earth, not only safeguard your elevator against lightning but your lower nearby buildings as well.

## Resists Corrosion

Toncan Metal is uniform in quality and made with the greatest care. It is as pure an iron as can be produced by modern commercial methods. The tests of service have proven that it effectively resists corrosion.

Use Toncan Metal to cover your elevator—it's made in cross-corrugated sheets specially for elevator siding—and you'll save repair bills as well as guard against lightning and fire.

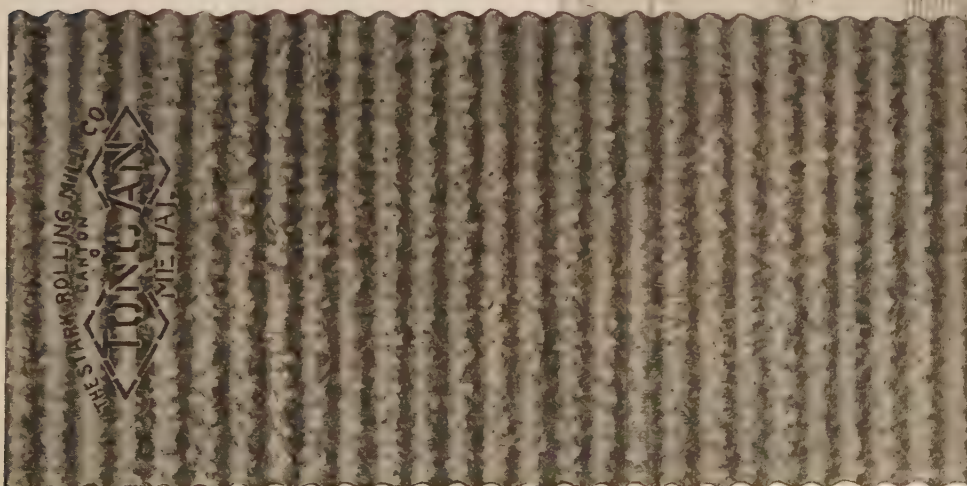
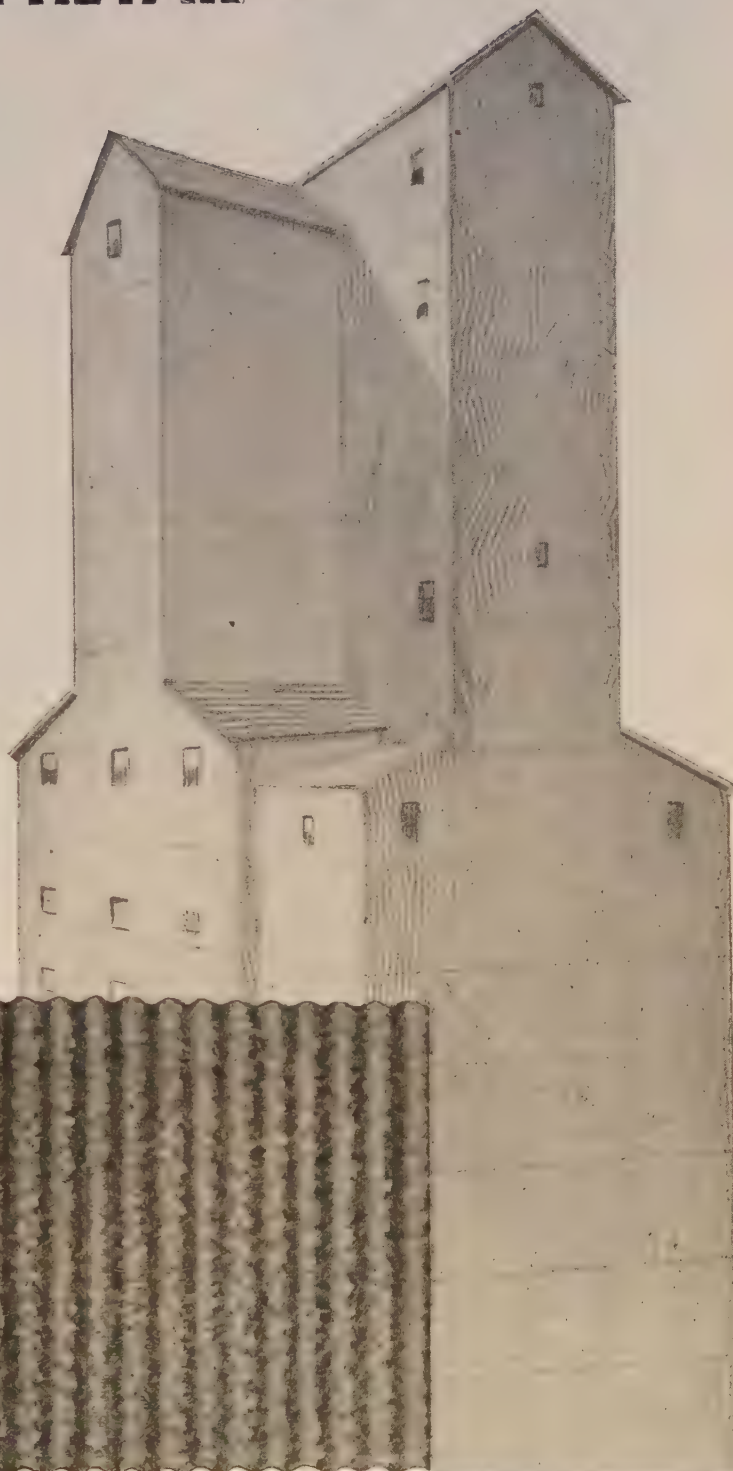
The Sheet Metal Primer tells the story of Toncan Metal in an easily understood way. Ask for it.

Jobbers Everywhere Sell  
Toncan Metal Sheets

**The Stark Rolling Mill Co.**

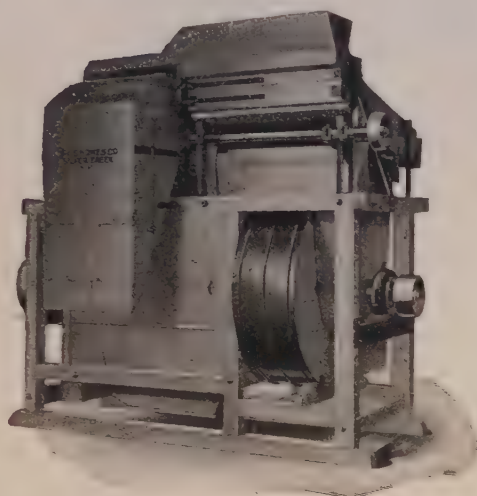
CANTON - OHIO

Sole Makers





Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



*Ask someone who owns one!*

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



**"EUREKA"**



## OAT CLIPPERS

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**  
SILVER CREEK, N. Y.

### REPRESENTATIVES

William Watson, 415 Western Union Bldg., Chicago, Ill.  
J. E. Gambrill, 749 E. Church Street, Marion, Ohio  
J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.  
F. E. Dorsey, 4015 Prospect Avenue, Kansas City, Mo.  
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

**O**UR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

**THE DAY COMPANY**  
Minneapolis, Minn.

## What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 10 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

**Grain Dealers Journal**

305 So. La Salle St.

CHICAGO, ILLS.




# All the advantages of bare wire and Manila with *none* of the disadvantages of either

Waterbury Fibreclad Wire Rope has the strength and small bulk of wire rope and all the advantages of Manila rope surface. If you have ever wished for a Manila rope, "twice as strong"—Waterbury Fibreclad\* is it. The wire for work—the hemp for wear—and Waterbury workmanship and quality in both. There's a combination that's unbeatable.

The hemp served wire strand isn't new to marine service—and they're finding out every day in other industries where rope is subjected to moisture or where the traction of a Manila surface is desirable, how good Waterbury Fibreclad is for every rope use.



## WATERBURY FIBRECLAD ROPE



In hoisting work of every character Waterbury Fibreclad Wire Rope gives unusually long service.

**GRADES**—It is made in all grades of iron and steel.

**COST**—As it wears longer the ultimate cost is lower than that of either plain wire or Manila rope.

During years of service Waterbury Fibreclad Wire Rope has proven superior for many rope purposes including: cargo falls, boom lifts, topping lifts, boat falls, whips, pennants, breast lines, tiller ropes, anchor

PAGE 134



## WATERBURY FIBRECLAD ROPE



and "Pacific" are Waterbury rope

ropes, hawser, slings, towing lines, guys and rigging, general, coal breakers, coal washing machinery, pile drivers, oyster dredges, crane falls on wrecking cars, hoisting and power transmission.

It is now being used extensively by the U. S. Government, shipbuilders, power plants, stevedoring, towing and transportation companies. If you will advise us of your requirements we will gladly submit samples and full information.

PAGE 135



## WATERBURY COMPANY

63 PARK ROW, NEW YORK

CHICAGO.....1315-1321 W. Congress St.  
SAN FRANCISCO.....151-161 Main St.

NEW ORLEANS.....1013 Maison Bldg.  
DALLAS, TEXAS.....A. T. Powell & Co.

\*The Waterbury Rope Handbook describes the construction of Fibreclad—and contains all other matters that pertain to rope—a regular engineering manual on rope. A copy is yours for the asking.

2325W

WATERBURY



# COMPLETE EQUIPMENT

*For Your Elevator*



**THE "U. S." GRAIN CLEANER**

Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.



**The Constant Safety Manlift**

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



**THE "U. S." CORN SHELLER**

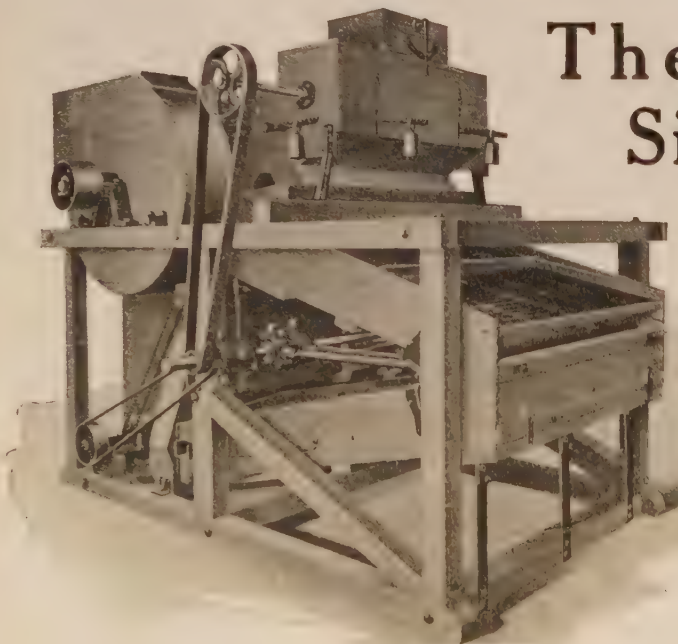
Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

**B. S. Constant Mfg. Co.**  
**Bloomington, Ill.**



## The Latest Model Sidney Cleaner

The most important machine in an elevator or mill is the cleaner. When it works well, it saves grain and trouble in every progressive operation.

The latest model "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars.

**The PHILIP SMITH MANUFACTURING CO., Sidney, Ohio**



# GOODRICH

## "LEGRAIN" *ELEVATOR* BELT

"LEGRAIN" is the acme of Grain Lifting Belts. It has been installed in the largest legs of many important Terminal Elevators and Milling Plants, as well as in smaller, tho equally important Country Elevators. Everywhere it has been an unqualified success, effecting a continuous, steady distribution of Grain. May we send you full details of our product?

# GOODRICH

## "CARIGRAIN" BELT

This represents the highest development of the Conveyor Belt for Grain Handling. Its extreme toughness and flexibility, its perfect adaptability for use with troughed or flat idlers, and its remarkable long-aging qualities, make "CARIGRAIN" a profitable purchase that will "carry-on" with almost indefinite persistence. Write us today.

THE B. F. GOODRICH RUBBER COMPANY  
The City of Goodrich—AKRON, OHIO





# Efficient Transmission for Grain

The difference in cost of handling grain is largely one of efficiency in equipment. New devices to meet modern demands must save time and labor. Our engineers have kept these ideas ever before them and are ready to work out details for you.



One feature that adapts itself efficiently to save cost in many places is our

## Telescope Trolley Spouts

made of steel to meet any requirements as to length, diameter and thickness. We are equipped to supply your needs for all kinds of grain transmission machinery. Our catalog lists everything—it's FREE.

**Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago**

## Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



**W. H. EMERSON & SONS**

DETROIT, MICH.

WINDSOR, ONT.

## ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

### A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

### A GRAIN SHIPPING BOOK (No. 14 AA).

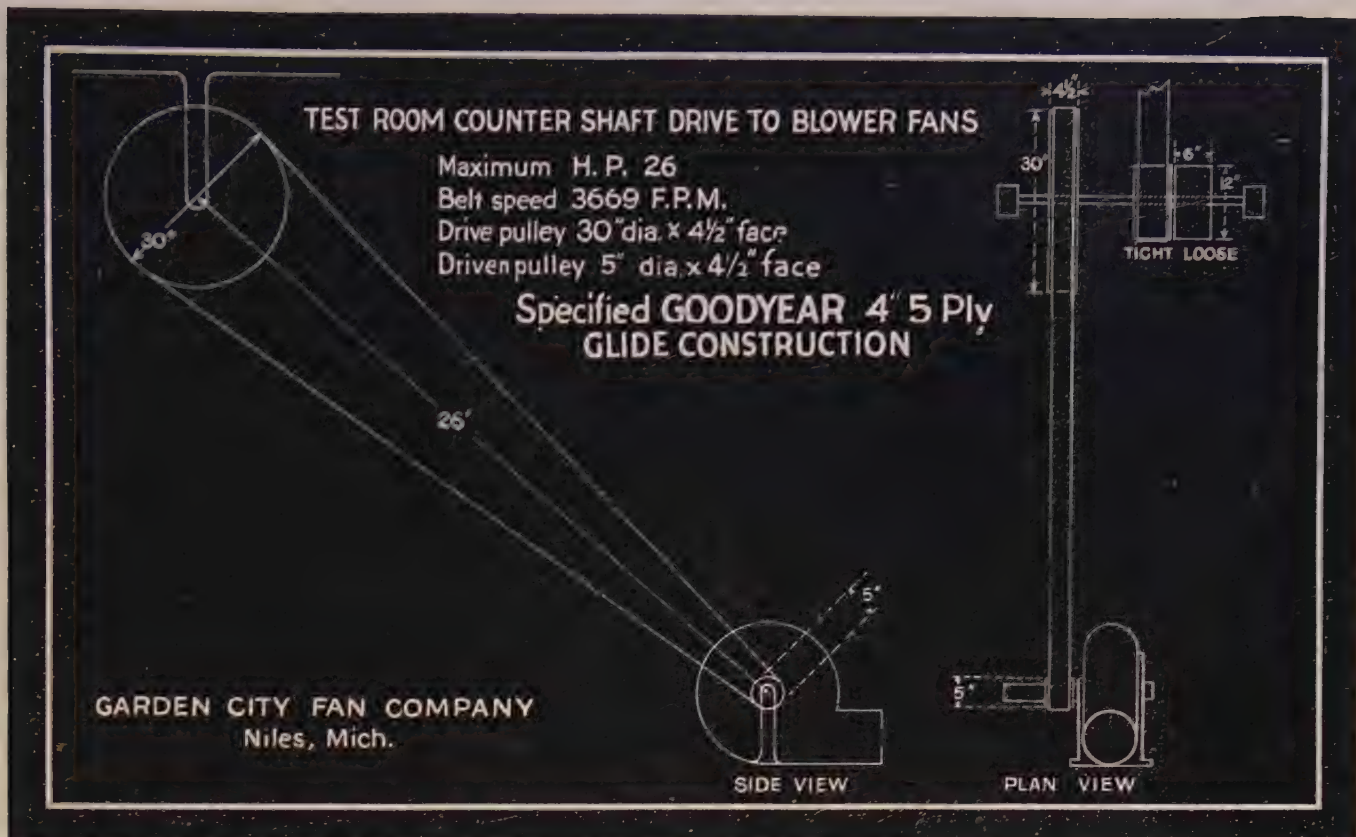
**Sales, Shipments and Returns** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.





## Halving Price and Doubling Service—with the G. T. M.

*They used to pay \$25.00* for double belts that gave about a year of questionable service on a test block drive, off a countershaft, in the Garden City Fan Company's testing room. In June, 1917, they put on a Goodyear Belt specified by a G. T. M.—Goodyear Technical Man—for which they paid \$12.50. It has already lasted two years, and is still in good condition. For half the price, they have had twice the service, and better service at that.

*Mr. H. C. Richards, the superintendent*, had tried about every kind of belt on that drive. None of them had been satisfactory, mainly because the test block was not stationary and whenever a new fan was put on it to be tested out the workmen lined up the belt "by eye." The best double belts warped and curved because of this misalignment—and they slipped a lot, too. The cheap belts that he tried lasted about two months.

*When a G. T. M. called*, Mr. Richards was very skeptical. He didn't think that much could be done toward reducing belt costs and troubles. But he thought he couldn't lose by trying—and he didn't.

*The 4-inch, 5-ply Goodyear Belt* of Glide construction recommended by the G. T. M. has served

for two years at a cost of \$6.25 per year. The best costs obtained before were \$25.00 a year. And there isn't any trouble at all. In spite of the frequent misalignment the Goodyear Belt still runs straight and true.

*After it had run only about six months*, they were so pleased with the freedom from trouble it gave them, that they ordered another for a second testing drive just like it. And since then they have had a G. T. M. specify many other belts for them—ranging all the way from one and three quarter inches to eight inches wide.

*If you have a belt-devouring drive*—no matter how small or how large—ask the G. T. M. to call. He'll do it without charge when next he is in your vicinity. There are many G. T. M.'s—all with experience in many plants—all trained in the Goodyear Technical School—all experienced in selling belts to meet conditions and not as a grocer sells sugar. The G. T. M.'s services are free simply because the savings they effect for belt-users are so considerable that a gratifying volume of business is certain to come to us within a few years from the plant served—just as it has in the case of the Garden City Fan Company.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING · PACKING HOSE · VALVES

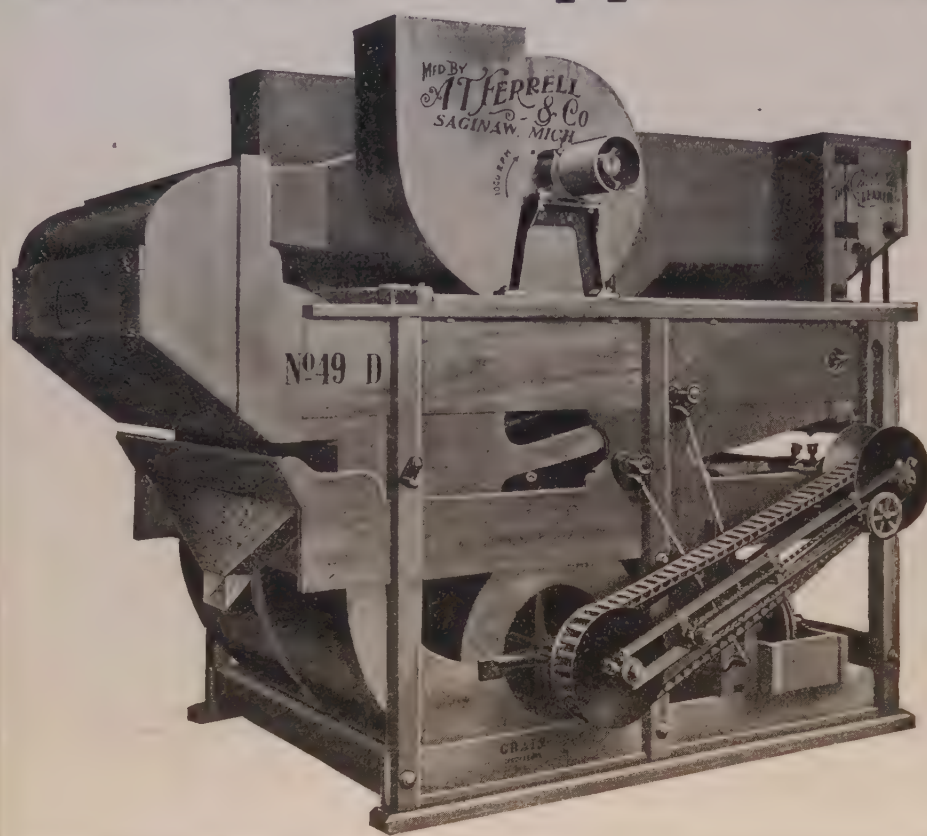
GOODYEAR

AKRON



# Dustless "Clipper" Cleaner

Number  
49-D

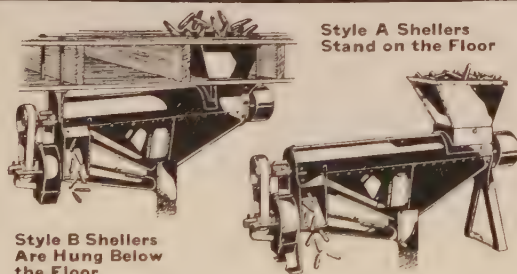


This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

**A. T. Ferrell & Co.**  
Saginaw, W. S., Mich.



**YOU CAN HANG  
TRIUMPH SHELLERS  
BELOW THE FLOOR  
OR STAND THEM  
ON THE FLOOR**

And either way they shell corn thoroly and cost little to run.

Bulletin giving sizes, capacities, and power requirements gladly mailed upon request.

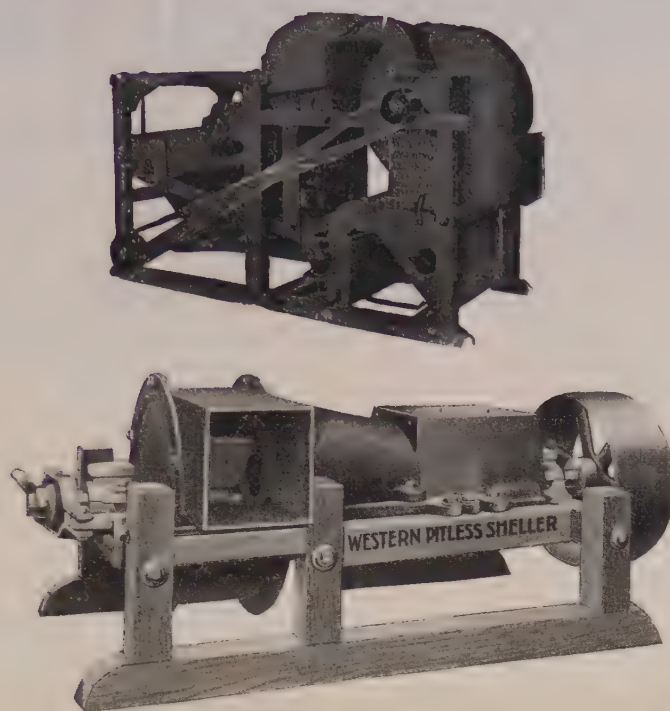
**THE C. O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio.

## Have You Seed For Sale?

## Do You Wish To Buy Seed?

**See our "Seeds For Sale—  
Wanted" Department  
This Number.**





## ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

## UNION IRON WORKS, Decatur, Ill.



# Repeat Orders Tell The Story

They're coming in with a rush from scores of Ankorite dealers. Dealers who began by ordering a few hundred posts are now ordering carload lots—by wire!

We've been obliged to double and re-double our output to take care of them—and we'll have to double it again within the next six months. Dealers who used to sell wood posts have switched to Ankorite and they're making dollars where they used to make dimes!

Thousands of posts will be needed in your territory during

the next five or six months, and you can get more than your share of the business by securing exclusive sales rights for Ankorite Steel Posts. Other dealers have had remarkable success with them—why not you?

Farmers *want* Ankorite Posts and you are the logical dealer to supply them. Small investment—quick turn-over—you buy them direct from the mill.

Territory is being closed fast—you can hold yours open and secure exclusive sales rights if you'll write NOW. Don't put it off!

**Ankorite**  
STEEL FENCE POST

CALUMET STEEL COMPANY, 208 South La Salle Street, Dept. 9, CHICAGO



## The Mill Behind the Post

This big, modern steel mill has a capacity of forty thousand posts a day—enough to build 125 miles of fence. We can make immediate shipment in any quantity.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

### New York Belting & Packing Co.

91-93 Chambers Street  
NEW YORK

124-126 W. Lake Street  
CHICAGO, ILL.

2d Ave. N. and 3d Street  
MINNEAPOLIS, MINN.

218-220 Chestnut Street  
ST. LOUIS, MO.



## IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6½ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (200 pages) \$1.35

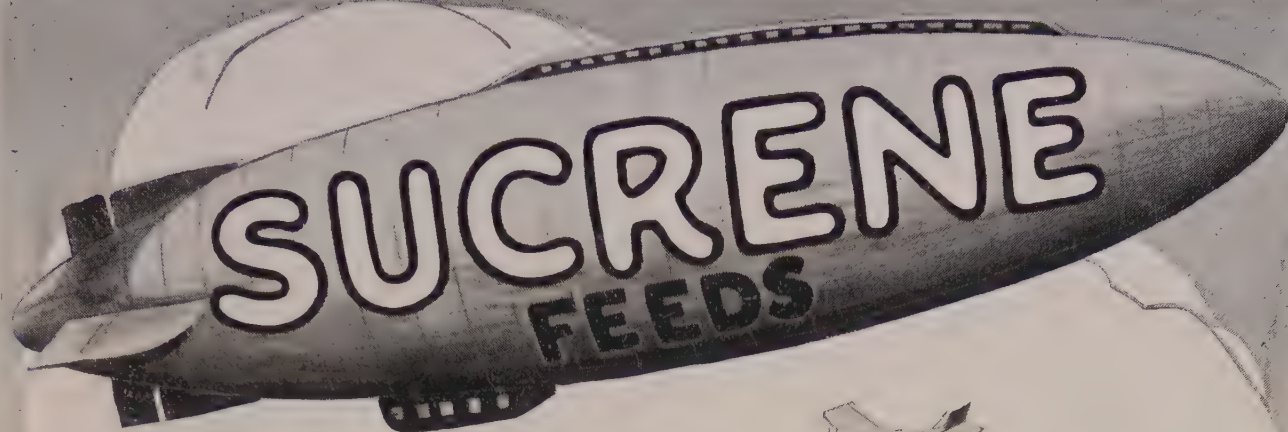
Form 19GT Triplicating (300 pages) 1.75

### GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.





## Above All Others

Hold your leadership in the feed business with the recognized Standard Sucrene Line. The long standing reputation of these feeds for result producing quality is firmly established. Feeders of live stock and poultry will not be satisfied with "substitutes."

### Co-operation Gets the Business— Sucrene Quality Holds It

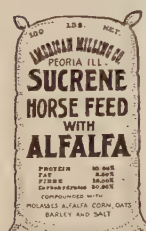
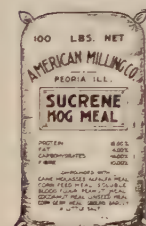
With the completion of our new mill in the near future—the greatest and most modern exclusive feed mill in America—we will be able to take better care of the trade than ever before, with quality feeds at money-making prices.

Orders for the complete line of Sucrene Poultry Scratch Feeds are solicited and will be promptly filled. Address main office.

## American Milling Company

Main Office and Mills: Peoria, Illinois

Southern Mill: Owensboro, Ky.





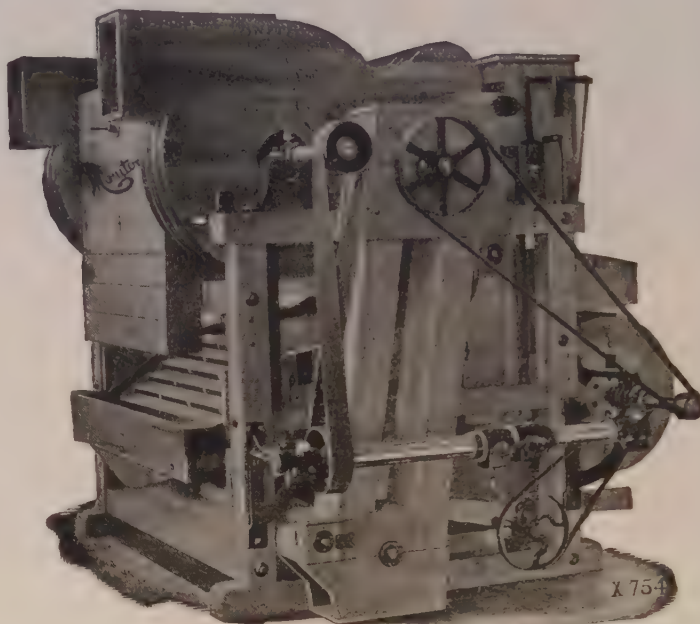
Monitor

## Northwestern Separator

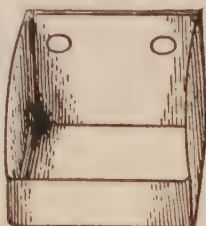
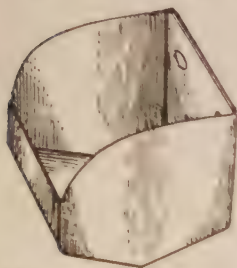
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y.



## "D P" SUPERIOR CUPS



### —the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

#### Results Obtained

Discharge at indicated low or high speed.  
A speed three times the ordinary.  
Contents 25 to 40% more than ordinary cups.  
Distance between cups reduced materially.  
High speed reducing size of equipment and eliminating gears.—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

**Moline Mill Man'f'g Co.**  
Superior Mill Machinery  
Moline, Illinois, U. S. A.

## Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

**Grain Dealers Journal**

315 South La Salle St.,

CHICAGO, ILL.





**"Hamilton Made"**

## VITALITY OF CONVEYOR BELTS

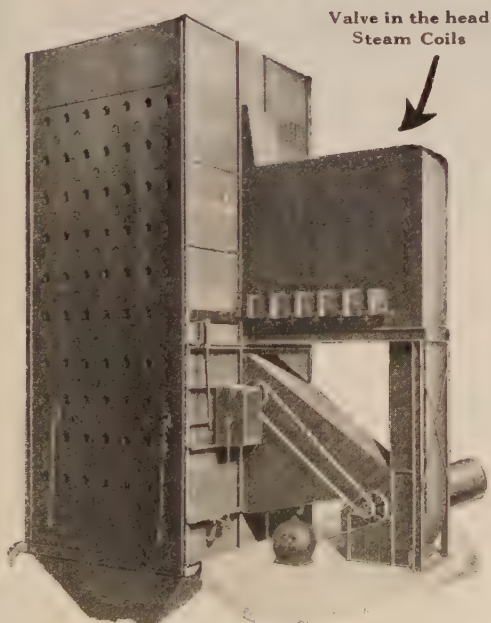
In large terminal elevators the conveyor belt is the most important factor for success. To be successful it must have vitality. The "Hamilton Made" belt is the result of every precaution in the handling of rubber from the tree to your plant.

There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. We also make and sell Rubber Hose, Rubber Door Mats and Rubber Packing.

*Write for particulars*

**HAMILTON RUBBER MFG. CO., 218 No. Wells Street, Chicago, Ill.**  
 FACTORIES: Trenton, N. J.      BRANCHES: New York and Philadelphia

## MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED  
 BUY AN AUTOMATIC MORRIS**

*You will use it every year.*

**AUTOMATIC and SELF CONTAINED**

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of  
 Direct Heat Driers**

**THE STRONG-SCOTT MFG. COMPANY**

*"Everything for Every Mill and Elevator"*

GREAT FALLS

SPOKANE

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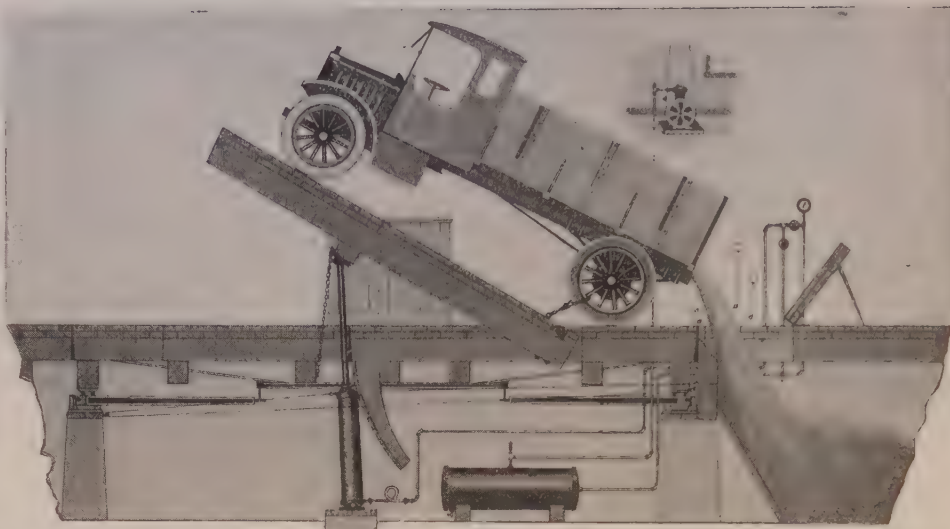


# A Dump Within a Dump

—that's the reason you can operate either section with *one tilting power cylinder*—the forward section dumps trucks—the rear dumps wagons or sleds—simply shift the cylinder forward or backward.

Air valves and cylinder control lines placed conveniently near scale beam or on work floor—air tank and compressor anywhere in elevator or engine room.

The only dump that will fit any size or make of scale—*easy to install—simple to operate—positive in action.*



## GLOBE COMBINATION AUTO TRUCK and WAGON DUMP

Manufactured  
Exclusively by

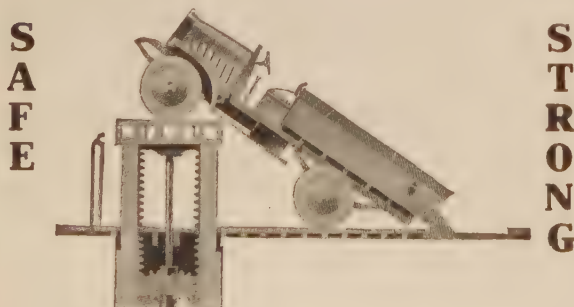
*Globe Machinery and Supply Co.*  
Des Moines, Ia.

Spencer Patents  
Feb., 1919

## THERE'S A REASON WHY

More TRAPP AUTO TRUCK DUMPS are being installed than all other dumps combined.

The only mechanically safe way of handling an Auto Truck is on horizontal platforms, avoiding all inclines.



Installed without disturbing your present wagon dump.

Not necessary to run the elevator all the time in order to dump. Best dump for wagons also.

Write for information

**TRAPP-GOHR-DONOVAN CO.**

1125 North 22nd Street

OMAHA, NEBR.

## WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books  
Attrition Mill  
Bag Closing Machine  
Bags and Burlap  
Bearings { Ball  
                  Roller  
Belting  
Boots  
Buckets  
Car Liners  
Car Loader  
Car Mover  
Car Puller  
Car Seals  
Cleaner  
Clover Huller  
Conveying Machinery  
Distributor  
Dump  
Dump Controller  
Dust Collector  
Elevator Leg  
Elevator Paint  
Feed Mill  
Fire Barrels  
Grain Driers

Grain Triers  
Gravity Cleaner  
Lightning Rods  
Manlift  
Moisture Testers  
Oat Bleachers  
Oat Clipper  
Portable Elevator  
Power { Gas Engine  
          Kerosene Engine  
          Motors  
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Sample Envelopes  
Scales  
Scarifying Machine  
Self Contained Flour Mill  
Separator  
Sheller  
Siding-Roofing { Asbestos  
                          Steel  
Silent Chain Drive  
Spouting  
Storage Tanks  
Testing Apparatus  
Transmission Machinery  
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

**INFORMATION BURO**

Grain Dealers Journal, 305 So. La Salle St., Chicago





EMIL ROTHSCHILD  
PRESIDENT

ABE ROTHSCHILD  
VICE PRES.

JULIAN SCOTT  
SECK-TREAS.

## ROTHSCHILD GRAIN CO

GRAIN EXCHANGE

MEMBERS  
CHICAGO BOARD OF TRADE  
OMAHA GRAIN EXCHANGE

OMAHA

August 26th, 1919.

Automatic Truck Dump Co.,  
502 Grain Exchange, Omaha.

Gentlemen:

Your automatic truck dump has been installed at our elevator at Exira and we want to advise you that we are more than pleased with its performance, just as soon as business gets more quiet we intend to install the balance of our elevators with your dump.

We consider it superior to anything we have seen on the market.

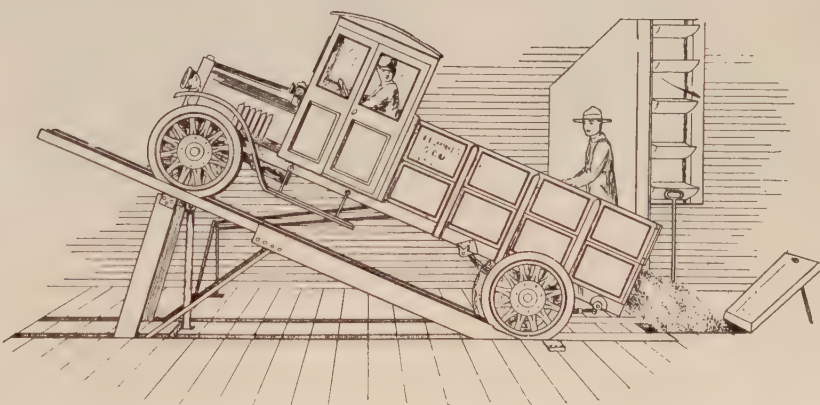
Wishing you all the success in the world we beg to remain,

Yours truly,

Rothschild Grain Co.,

*Emil Rothschild*  
Pres.

## MOFFITT AUTOMATIC TRUCK DUMP—



You use it.

You pay for it.

It pays for itself.

*Send for illustrated booklet.*

## AUTOMATIC TRUCK DUMP CO.

502 Grain Exchange Bldg.

...

Omaha, Nebraska

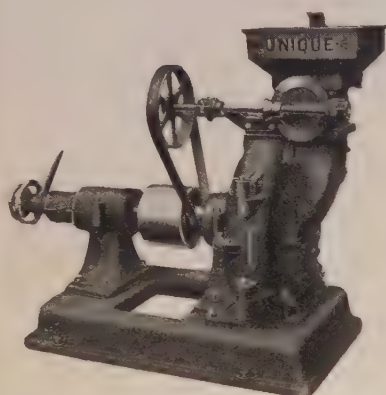
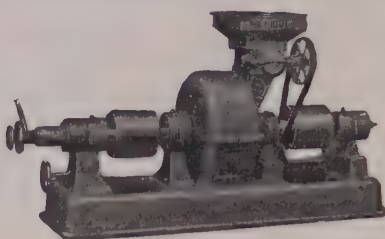


## UNIQUE MOTOR-DRIVEN BELT-DRIVEN ATTRITION MILLS

will grind economically.

One man wrote us recently:

"In first month I did \$200.00 worth of grinding at a cost of \$35.00 for electric power. I charge 10 cents per 100 lbs."



ARE YOU GOING TO  
PASS UP THE OPPOR-  
TUNITY OF MAKING  
MONEY THIS YEAR?  
BUY A UNIQUE TODAY.

Write Nearest Office

**Robinson Mfg. Co.**  
**Muncy, Pa.**

P. O. Box 411

Chicago Office:	416 Western Union Bldg., Chicago
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79 Milk St.	Boston, Mass.
3325 Archwood Ave.	Cleveland, O.
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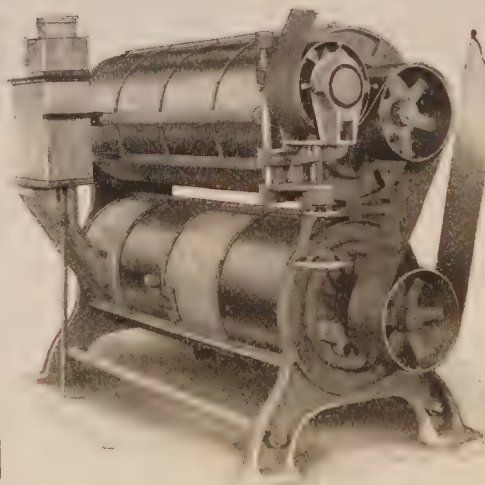
## SMUT

Wheat affected with smut and other contaminations is easily and quickly cleaned by the Wolf-Dawson Wheat Washer and Drier.

Costs from 1/5 to 1/2 cent per bushel. Dockage ranges from 10 to 25%. Big profits. Cleans the wheat clean and leaves it in prime condition for shipping or milling.

Write for Bulletin and Catalog of Mill Machinery.

**The Wolf Company**  
Chambersburg, Pa.



## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**  
ENTERPRISE, KANSAS

## BOX CARS

30—60,000 lb. capacity.  
Thoroughly overhauled.  
Pass M.C.B. & I.C.C. Requirements  
Immediate Shipment

**ZELNICKER IN ST. LOUIS**

"The Nation's Market Place"

For Rails, Locomotives, Tanks, Pipe,  
Piling, Engines, Boilers and Power  
Plant Equipment.

Get Bulletin No. 265—it contains 88  
pages of real values and will surely save  
you time and money.

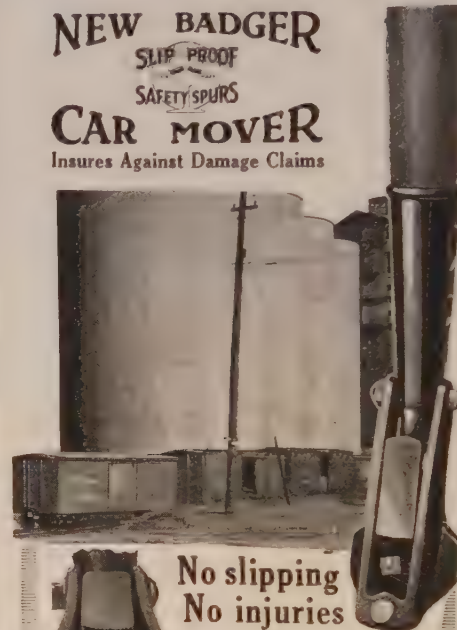
## NEW BADGER

SLIP PROOF

SAFETY SPURS

## CAR MOVER

Insures Against Damage Claims



No slipping  
No injuries

The slip-proof safety  
spurs of the Badger Car  
Mover make slipping  
and injuries out of the  
question.

The compound lever ac-  
tion turns the wheel  
steadily. One man can  
move a heavy car right  
along with the Badger.  
Let us prove it.

Try one 30 days.  
No money in advance.

If you keep it, send us \$5.50, plus freight—if you  
don't we pay freight both ways and forget it.  
For sale by leading jobbers everywhere. If yours  
can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.  
Canadian Car Mover Co., Welland, Ont.

## CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the  
work! Bowsher's Cone-Shape  
grinders are the correct principle  
in Feed Mill construction. They  
mean larger grinding surface  
close to center of Shaft; thus More  
Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation  
of the long-lasting, trouble-proof  
Bowsher. Have used a No. 4 ten years  
with less than One Dollar per year for  
repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write  
for free catalogue. GY  
N. P. BOWSHER CO., SOUTH BEND, IND.



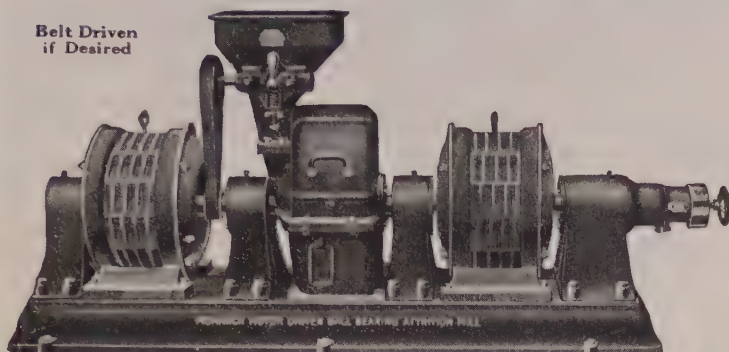
Advertising must first attract, then inter-  
est, and finally convince. Keep advertising  
and the country shipper will give you the  
preference.



# MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily  
All Attrition Mill Requirements*

Belt Driven  
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

## Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

*Write for Catalog No. D115*

## SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.



**Paint That  
Saves  
Most  
Money**

Dixon's Silica-Graphite Paint is the LONGEST SERVICE paint. That is to say, it lasts twice as long as cheap paints, thus saving in labor and material. It is the most water-repellent paint known.

### DIXON'S Silica-Graphite PAINT

is made in First Quality only. It has a reputation of over Fifty Years. Recommended and widely used for metal and wood surfaces.

*A sample copy of "GRAPHITE" published monthly in the interest of Dixon's Graphite Products and their uses, will be sent free to those requesting. Ask for No. 15B.*

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**  
ESTABLISHED 1827.

Every time you mention the  
**GRAIN DEALERS JOURNAL**

to an advertiser, you  
help to make it bigger and better.



4 ft. long Steel Grain Tryers \$6.50; or 5 ft. long \$8.30. We make Double Brass Tube Tryers; Bag Tryers 6 and 9 inches long, and Deep Bin Tryers The best line in market. Circulars free.

BAUM METAL SPECIALTIES, 1311 Baltimore Avenue, KANSAS CITY, MO.

## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with  
**Torsion Balances.**



5055

Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

**WE SELL ANALYTICAL BALANCES**

## The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
92 Reade Street  
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Figure the amount of advertising  
carried—Can you doubt our ability to **Produce Results**

DIRECT HEAT OR STEAM

CONTINUOUS FLOW

MADE IN ALL SIZES

# Randolph Grain Driers

WIRE  
WRITE  
PHONE

O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.





**A Tester Wants a Job**  
in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.  
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

## KENNEDY CAR LINERS

**Prevent Leakages  
Avoid Claims  
Saves Money**

**Used by Thousands of  
Progressive Shippers**

MADE BY

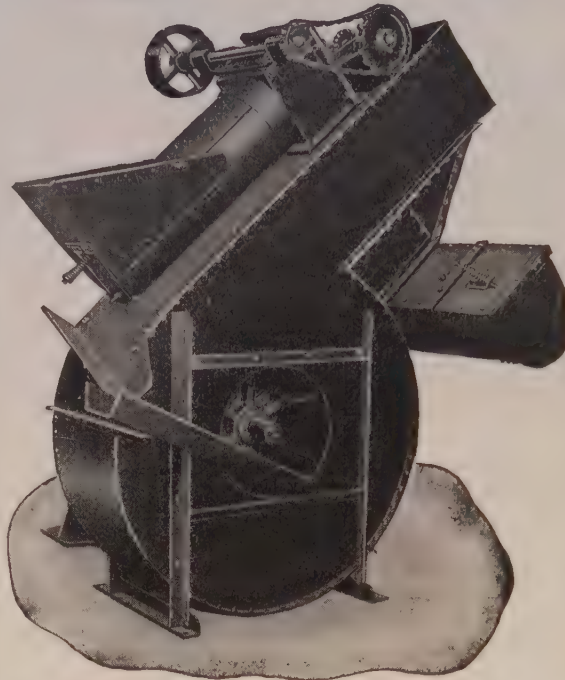
**THE KENNEDY CAR  
LINER & BAG CO.**

SHELBYVILLE, INDIANA

**Give Your Ad a Chance to  
MAKE GOOD**

Run it in the  
**GRAIN DEALERS JOURNAL**

A better way **GRAIN** is the  
to handle **Bernert Way**



### WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

## Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for



The  
**Combined Grain Cleaner  
and  
Pneumatic Car Loader**

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

**For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.**

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

## Grain Traders

have learned by experience that it pays to follow our service.

Hundreds of Grain Traders profited last week on opportunities afforded by our advices.

If interested in Corn and Oats write for Circular L.

**Wall Street  
Statistical Service**

[INCORPORATED]

327 S. La Salle St., Chicago, Ill.

## CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8 1/2 x 4 1/2 inches. Price with four sheets of carbon paper, 75 cents.

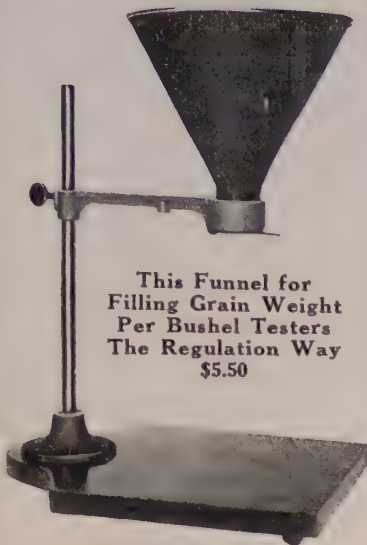
GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.



## Complete Grain Grading Equipment

Moisture Testers  
Testing Sieves  
Scales, etc.



This Funnel for  
Filling Grain Weight  
Per Bushel Testers  
The Regulation Way  
\$5.50

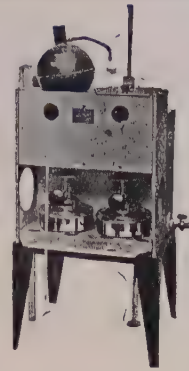


### NOTICE New Oat Grades

Government requires Special Receiving Graduate be used in making tests on Oats as described in Dept. of Agr. Bulletin No. 56. For limited time we will send one anywhere in U. S. Post Paid on receipt of 80 cents or two for \$1.50.

Get Our Free Catalogue

**De Roo Grain Laboratories**  
FLINT, MICHIGAN



## Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

**L. J. McMILLIN**

525 Board of Trade Bldg. INDIANAPOLIS, IND.

## No Need to Scoop Grain in a Dirty, Dusty Car



"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—"60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**

## Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and has sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



## Prevent CLAIM LOSSES

with

## TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS

Are now using them.

Write for samples and prices.

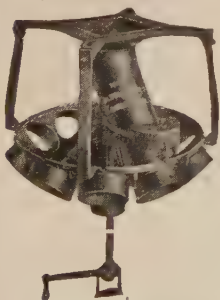
**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



## HALL SPECIAL ELEVATOR LEG

Elevator Legs are installed to transport grain. Nothing else. Perfect, economical and profitable methods, or slovenly and wasteful results depend upon something. Commercial, mechanical and functional integrity cannot be expected to come haphazard. Thought somewhere must direct. The truth is in the accomplishment.



There must be something radically different somewhere in a leg that handles two bushels automatically from a leg (of same size) that handles only one bushel, spasmodically, often disastrously.

The subject deserves every owner's thoughtful attention. Booklet F will help you understand it. Write for it.

### THE HALL SIGNALING GRAIN DISTRIBUTOR

is the greatest time saver for the elevator operator, and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

**Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.**



Protect your  
Shipments  
by using  
**Edgar Car Seals**

Write or mail coupon TODAY

**Edgar Steel Seal & Mfg. Co.**

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Send samples and full information how Edgar Seals are saving money for shippers.

Quote price on..... Seals

Firm.....

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**EVERY time you boost the JOURNAL you encourage and help us to make it better.**





## THE ONLY SANE, SAFE THING

to do is to install an All Metal  
Fire Proof

## Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size,  $8\frac{1}{4} \times 13\frac{3}{4}$  inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.50

Form 43XX—400 Pages, \$4.00

Grain Dealers Journal

305 So. La Salle St., CHICAGO, ILL.

## THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF

### FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

### Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

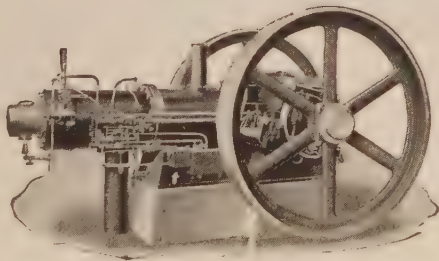
The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size  $10\frac{1}{2} \times 15\frac{1}{2}$  inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$3.25

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.



## Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

### STUDY THESE FACTS

Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

MUNCIE OIL ENGINE CO  
518 JACKSON STREET MUNCIE, IND.

## CONFIRMATION BLANKS

### Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size  $5\frac{1}{2} \times 8$ ".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL

305 S. La Salle Street  
CHICAGO





The Block used in Preston-Lansing Grain Bins. Note the deep grooves in top and bottom for extra thick layer of cement.

## Safe—Permanent

**B**UILT for permanence—it pays. Lansing Tile Bins outlast all others—their first cost limits their expense—their cost per year of service is low. Fire hazards are reduced—Vitrified Tile is fire-proof, rat-proof and moisture-proof.

## Preston Lansing Tile Grain Bins



are steel and concrete reinforced. Each block has a deep groove at top and bottom, providing for an extra thick cement binder. Only a thin line of mortar shows. Between each row is twisted steel reinforcing which gives the greatest possible strength. The blocks fit together in "ship-lap" formation, bracing tile against tile. Let us give you further information. *Write for Our Catalog and Prices.*

**J. M. Preston Company, Dept. 418, Lansing, Michigan**



## Harry's Sectional Grain Storage Tank

will solve the problem which the big grain crop of this year will put up to the Grain Shipper, the Grain Dealer and the Miller.

Sectional in construction, they can be shipped anywhere. They are easily and quickly erected with unskilled labor and are just as easily taken down for removal to another location.

The Harry's Grain Storage Tanks will add to your present storage capacity easily, quickly and cheaply.

We can furnish these grain tanks in various diameters and heights and in capacity up to 8,000 bushels or larger.

Made of best quality extra heavy galvanized iron, they are better and stronger than any other Grain Storage Tank made.

Write or wire at our expense for prices, giving capacity wanted in each tank, with diameters or heights preferred.

**Harry Bros. Co., of La., New Orleans, La.**



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA



### A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes  
Wood or Concrete  
UNITY BLDG., BLOOMINGTON, ILL.

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**

MONADNOCK BLDG. CHICAGO, ILL.

**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
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**Your Individual Needs**  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEB.  
Write for Details of Our System

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
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### EFFICIENT ERECTING CO.

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.

**IF** you wish to build your elevator  
right, my eighteen years experience  
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Designers and Constructors of  
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R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
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**GRAIN and COAL  
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**T. E. Ibberson Company**  
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**"Gain may be temporary and uncertain but  
expense is constant and certain."**

Year after year we build for the same clients.  
There must be a reason.

Let Burrell Engineering & Construction Company  
design and build your elevator or mill and be sure your  
expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent  
investment. Our service is available to you.

*Elevators, Mills, Storage 900 Successful Plants Built and Operating*

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Security Building, KANSAS CITY, MO.





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MILL BUILDINGS

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**HOLLOW TILE  
ELEVATORS**  
Fireproof, no upkeep,  
indestructible. Guaranteed.  
Built with  
**American Flint Tile**  
COST LESS THAN  
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Special Construction. Plans  
and estimates furnished free.  
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American Flint Tile Elevator

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CONSULTING ENGINEER  
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Elevators  
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**BUILDERS of  
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**Modern Grain Elevators**  
We can furnish and install equipment in old  
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with less power, and positive Non-Choke-  
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**GRAIN ELEVATORS**  
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Any Size or Capacity  
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Grain Elevator Repair Specialist  
LA GRANGE, ILL.  
Old elevators made almost new at lowest prices.  
New elevators either wood or concrete given  
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The paper the Grain Dealer  
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**GRAIN DEALERS JOURNAL**

**A PARTNER  
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can be obtained quickly by plac-  
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nal of Chicago. It is the grain  
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For Lifting Concrete Forms  
12 Years of Service  
Over 4,000 in Use  
**NELSON MACHINE CO.**  
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**MODERNIZE YOUR COAL HANDLING  
WITH A GODFREY CONVEYOR**



Cut Labor Costs. Eliminate Demurrage.  
Stock Coal when prices are low. The GODFREY  
SYSTEM unloads and conveys mechanically.  
Operated by one man. First cost low. Efficient  
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## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,  
for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
**GRAIN ELEVATORS**  
IN ALL PARTS OF THE WORLD  
**GRAIN ELEVATOR DEPT.**  
15th Floor, Westminster Bldg.  
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W. R. SINKS, Manager



## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,  
Limited.  
The Saskatchewan Co-operative Elevator  
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The James Richardson & Sons, Limited.

**THE BARNETT-McQUEEN  
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Designers and Builders of GRAIN ELEVATORS  
Offices: Fort William, Ont., Duluth, Minn.  
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Pennsylvania Railroad Co.'s Terminal  
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capacity, with marine leg, 25,000 bu. re-  
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Designed and built under the  
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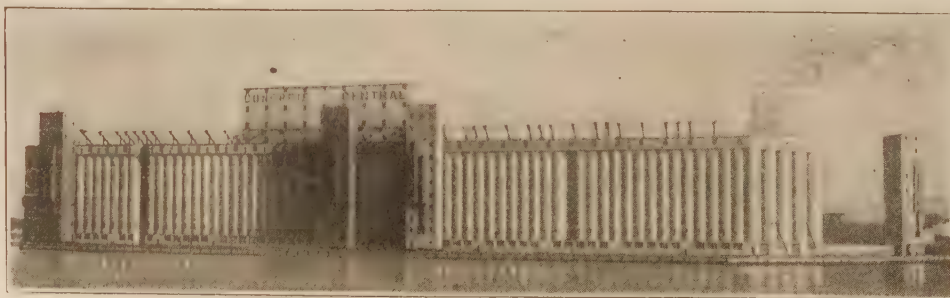
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## Monarch Built Elevators

assure you econ-  
omical design,  
first class work,  
efficient opera-  
tion.

**SATISFACTION**

Let us Submit Designs  
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO.,**

**BUFFALO, N. Y.**





## Elevator No. 2

**Manchester Ship  
Canal Company**

Manchester, England

**1,500,000 Bushels**

**John S. Metcalf Co., Ltd.,** *Grain Elevator Engineers*

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MONTREAL, CANADA

108 South La Salle Street  
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MELBOURNE, AUSTRALIA

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LONDON, W. C., 2, ENGLAND

## FEGLES CONSTRUCTION CO.,

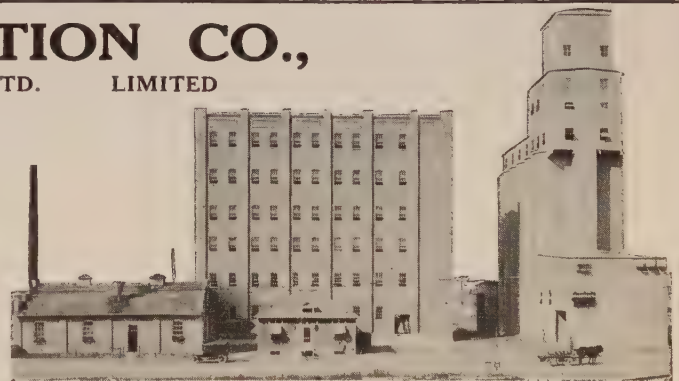
FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

**ENGINEERS—CONTRACTORS**

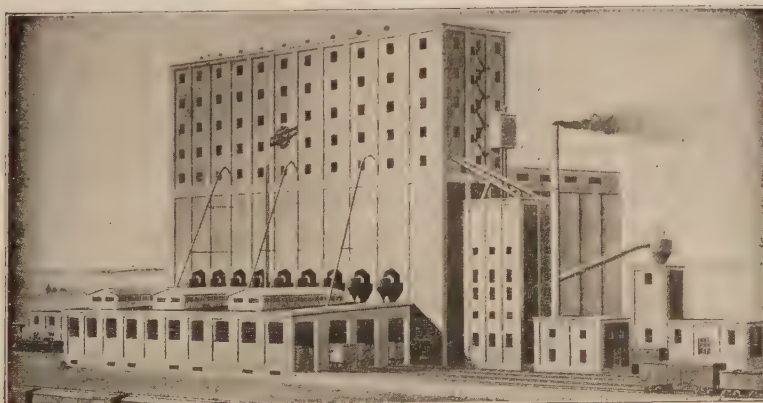
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE  
AND EXECUTE CONTRACTS ANY-  
WHERE. GRAIN ELEVATORS, MILLS  
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

**C. & N. W. Elevator**

at

Council Bluffs, Iowa

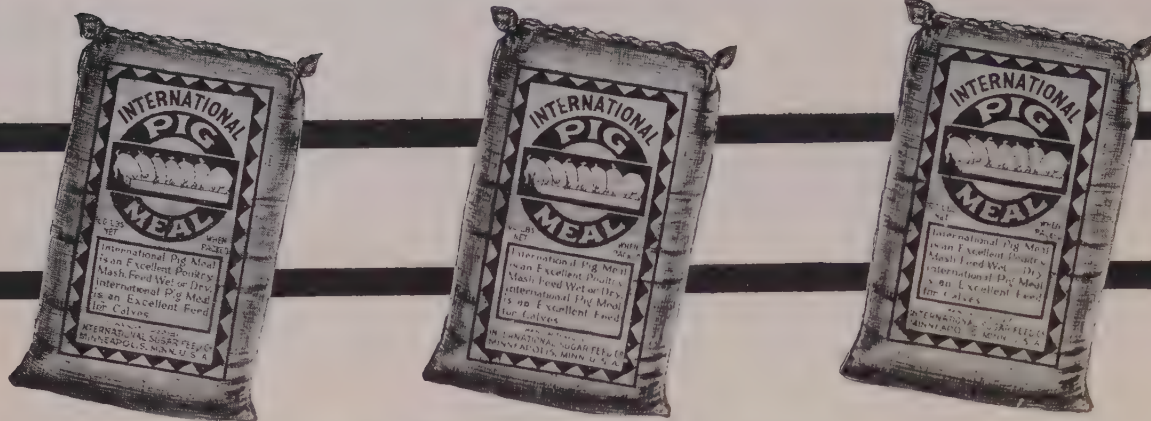
is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS





## The Demand Isn't Coming—It's Here!

An army of farmers have already tried International Pig Meal—and ordered again and again. This 18% protein ration is making good on every claim made for it. Once your customers know the profit-making elements of this scientific mixture they too, will want it again and again.

### INTERNATIONAL PIG MEAL

**For Pigs, Shoats and Brood Sows**

The formula has been developed by feed specialists in the International Laboratories. It contains such fat and health building ingredients as cocoanut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. It retails around \$80.00 a ton, allowing you a fair profit margin. You can't go wrong on International Pig Meal. One pound is equal in feeding value to one gallon fresh dairy milk. Order a ton today or write for further facts.

**INTERNATIONAL SUGAR FEED CO., Minneapolis, Minn.**

*Mills at Minneapolis and Memphis*

Live Salesmen Wanted

**A  
Reminder  
To Order  
a Trial Ton  
of  
International  
Pig Meal**

## Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$2.00.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street, CHICAGO, ILL.

## SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.25. Address

**GRAIN DEALERS JOURNAL**

LaSalle Street - CHICAGO, ILL.

## Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

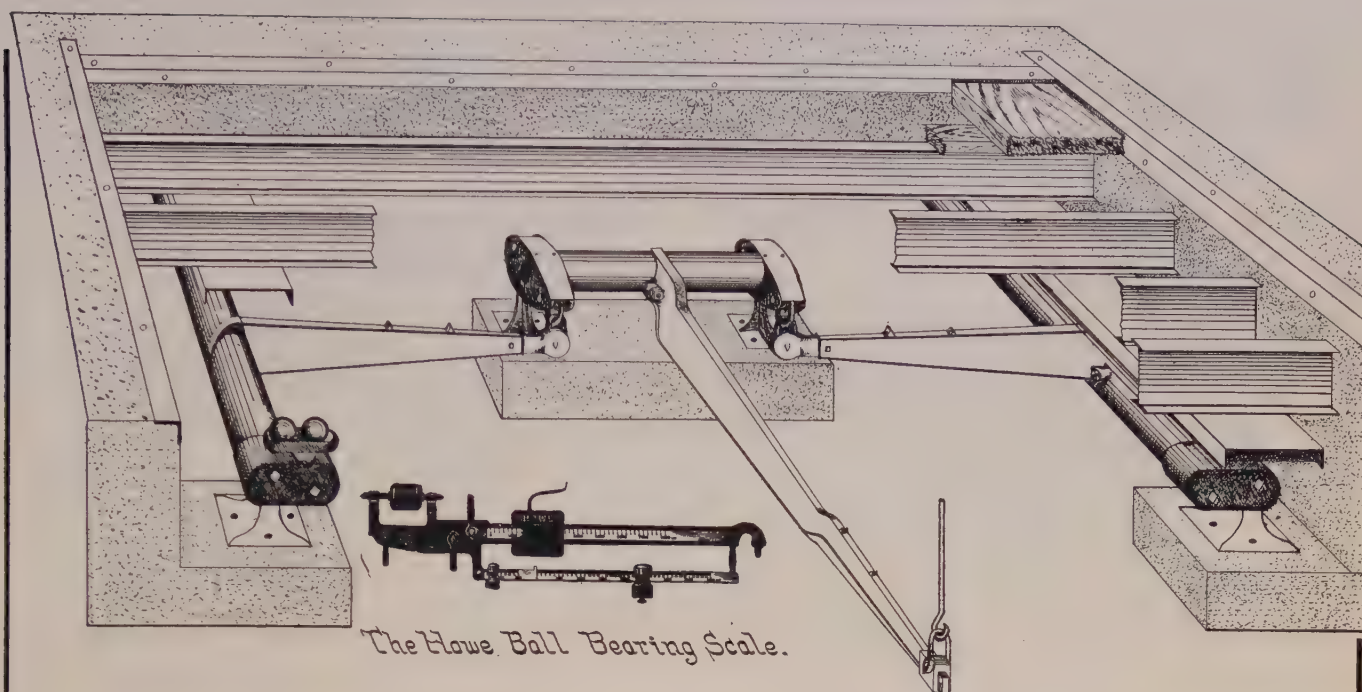
Order Form 18 P & S, price \$2.25 per copy

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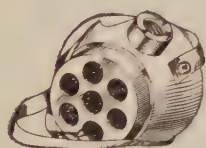




You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

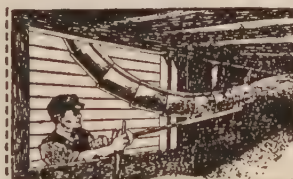
*No expense in upkeep after the original cost of Scale  
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



**AMERICAN SUPPLY & MACHINERY CO.**

1102-4 Farnam St., Omaha, Neb.



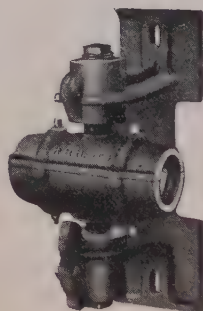
# ELEVATOR MACHINERY

Direct from the Manufacturer

Lower Prices

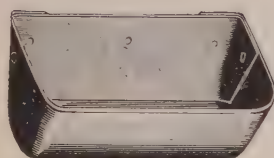
Guaranteed Equipment

Prompt Shipments



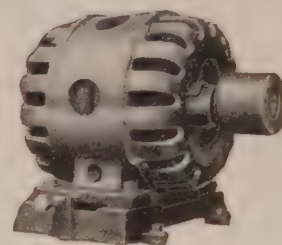
Iron, steel and wood pulleys  
Rubber and leather belting  
Elevator buckets and boots  
Distributing and flexible spouts  
Man lifts  
Oil engines  
Electric motors  
Car movers  
Scales

Sprocket wheels and chain  
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Power grain shovels, car pullers  
Shafting, gearing, hangers  
Spiral conveyor, wagon dumps  
Friction clutch pulleys  
Brooms  
Corn shellers  
Lifting jacks  
Coal handling supplies



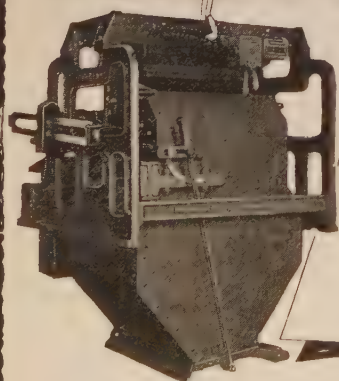
## Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



**R. R. Howell and Company - - Minneapolis, Minn.**

## FAIRBANKS Automatic SCALES



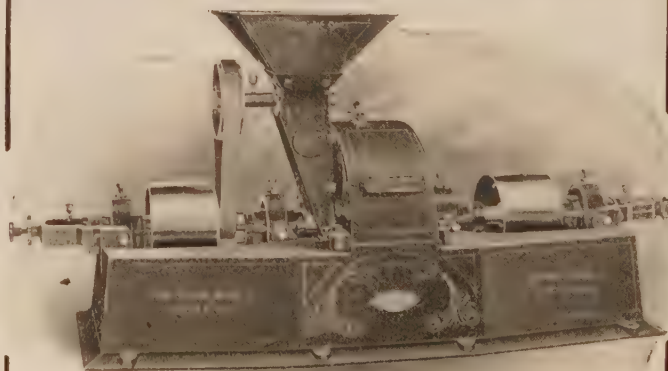
*Have Type  
Registering  
Counter  
-gives you  
Authentic  
Printed Records  
-of all  
Weights*

To give you accurate every day knowledge of the exact amount of each kind of grain that passes through your elevator.

Weights same weight per discharge on all grains—does away with changing weights in weight-box.

**Fairbanks, Morse & Co.**  
CHICAGO

**You Cannot Judge  
A Mill by the  
Advertised Description**



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

**THE ENGELBERG HULLER CO.**  
831 W. Fayette Street  
SYRACUSE, N. Y.



# FOR SALE



IN THE DISTRICT COURT OF THE UNITED STATES  
FOR THE NORTHERN DISTRICT OF ILLINOIS  
EASTERN DIVISION

*In the matter of*

STAR CEREAL & MILLING COMPANY,  
A Corporation  
BANKRUPT

IN BANKRUPTCY  
No. 27944

Notice is hereby given that pursuant to an order of the United States District Court for the Northern District of Illinois, Eastern Division, the undersigned, Central Trust Company of Illinois, Receiver in Bankruptcy of Star Cereal & Milling Company, a corporation, offers for sale the property, real and personal, assets and effects of the said bankrupt.

The property to be sold consists of the following:

## REAL ESTATE

The real estate situated at 410-420 N. Western Avenue, in the City of Chicago, County of Cook, State of Illinois, being a tract or parcel of land with a frontage of 126 feet on N. Western Avenue, with a depth of 126 feet.

## BUILDING

The real estate is improved with a new four-story brick and stone, pressed brick front, mill-constructed manufacturing plant. In design the building is square shaped, with court in center, and covers a large portion of the land, with one private switch track adjoining the building, having a capacity of four cars. The building is equipped with modern steam plant, elevators, etc.

## TANGIBLE PROPERTY

The personal property comprises a complete mill equipment for the manufacturing of flours, cereals, etc., also office furniture and fixtures and electric motors, belting, shafting, pulleys, milling machines and apparatus, scales, and other equipment for the operation of a modern mill.

A detailed list of said property is obtainable by reference to the Receiver's inventory on file in said cause, and by application to the Receiver for a copy thereof. Real estate and Building is subject to a bond issue of \$80,000.00. For details, see the undersigned.

The above described property may be inspected at said premises from the second day of September, 1919, to September 15, 1919, between the hours of 9 A. M. and 5 P. M.

Bids for the above described property, assets and effects, as an entirety or in parcel, may be submitted to the undersigned Receiver at its office, Room 1818 Harris Trust Building, 111 West Monroe Street, City of Chicago, State of Illinois, on or before 9:30 o'clock in the forenoon of September 16, A. D. 1919, and which bids will be opened and reported to the Honorable Sidney C. Eastman, Referee in Bankruptcy, at his court room, 907 Monadnock Block, Chicago, Illinois, at 10 o'clock in the forenoon of the same day. Each bid must be accompanied by a certified check, or cash for at least twenty-five per cent (25%) of the amount of the bid. The Receiver reserves the right to reject any or all bids, in which event that said property will be sold at public auction or private sale, as said court may thereafter determine, upon such notice and advertisement as the Court may require.

MERRICK A. WHIPPLE,  
and  
KNAPP & CAMPBELL,  
*Attorneys for Receiver.*

CENTRAL TRUST COMPANY OF ILLINOIS, *Receiver.*  
1818, 111 W. Monroe Street, Chicago, Ill.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

30,000 BU. ELEVATOR FOR SALE. Address: J. S. Coon, Rantoul, Ill.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wis.

30,000 CAP. ELEVATOR, located on I. C. R. R., for sale. This plant is new and in A-1 condition. Address: Bargain, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

18,000 BU. CRIBBED elevator for sale for \$3,850.00; good as new. Excellent location. Best of terms. Owner must go to Colorado. Address: Elevator, Box 4, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS AND FEED MILL doing a fine business for sale. Handle grain, seeds, flour and mill feeds. A fine chance for a hustler. For particulars write W. W. Little, Tipton, Iowa.

14,000 BU. grain elevator for sale. Complete with machinery. On I. C. R. R.; northern Illinois. Located in good grain territory, doing good business. Address: Type, Box 5, Grain Dealers Journal, Chicago.

3 COUNTRY ELEVATORS in heart of Kansas Wheat Belt for sale. Now filled with wheat. Conveniently located. Must sell together for cash. For particulars address: Kansas, Box 5, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

10,000 BU. STORAGE cap. Country Elevator for sale in good grain and big feeding section of Indiana. Six miles from county seat. Will sell at a bargain if sold at once. Kerosene motor 20 h.p. for power. Write Haller Grain Co., Selma, Ind.

3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest for sale. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

40,000 BU. ELEVATOR in good corn and oats section of Indiana for sale. Only those who want a good proposition need answer. Address: Indiana, Box 5, Grain Dealers Journal, Chicago.

ONLY ELEVATOR, LUMBER, Coal and Feed business located at Le Grand, Iowa, for sale. Doing a good business. Address: B. L. Cook, Marshalltown, Iowa.

THREE CENTRAL ILLINOIS elevators for sale. Will sell together or separately. All located in the best grain section. Address: Main, Box 4, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

25,000 BU. elevator and coal business for sale in one of the finest wheat and corn territories in Nebraska. 75% of the wheat still to handle and corn will make from 25 to 50 bu. to the acre. Paid 50% on investment last year. Terms on part. Come quick, we mean business. Address: Terms, Box 5, Grain Dealers Journal, Chicago.

18,000 BU. ELEVATOR and ¼ sec. farm joining on I. C. R. R. for sale. N. W. cent. Iowa near large city. Handle coal, fencing, small stock groceries and hardware in office. Handle from 150,000 to 200,000 bu. No competition. 2500 bu. Richardson Auto Scales. Hall Elevating system. Farm joining is one of the best around. Every foot under plow, lays level. Oats and corn. This year 100% crop corn. Oats 45 bu. per acre. New \$8,000 dwelling with Delco Electric plant and water pressure system. Good reasons for selling. \$375.00 per acre includes everything. Address: Iowa, Box 5, Grain Dealers Journal, Chicago.

## MILLS FOR SALE.

2400 BU. CORN MILL for sale, entire or half interest. First class equipment, Nordyke & Marmon Machinery. Located at Attala, Ala. Warehouse electrically equipped. Own sidetrack. Transit in 5 states, four railroads. Write or wire A. Brown, East Florence, Ala.

25 BBL. CAP. MIDGET MARVEL MILL located in west central Minn. and fully equipped in the handiest way, for sale. All needed grain delivered at the door. Running every day and has all the business the mill can handle. Address: Milling, Box 5, Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

GOOD MAN WANTED TO BUY or operate an elevator. J. W. Woodruff, Hamburg, N. Y.

40 ACRE orange and pecan grove in Miss. to exchange for going elevator. Address: Miss., Box 5, Grain Dealers Journal, Chicago.

300 ACRES FARM, the best in southern Minn., 15 miles across the Iowa line, TO EXCHANGE for a grain or lumber business. Address: Frank Kuehl, Malcom, Iowa.

PROFITABLE wholesale and retail grain business in live, healthful, delightful Colorado city for sale for good reasons. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 4, Grain Dealers Journal, Chicago.

## PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR WANTED. Cash deal. Must do 200,000 bu. business or better. Write to Roberts & Pearson, Maquon, Ill.

25,000 OR 30,000 BU. cap. Grain Elevator wanted, in Cent. or north. Ind. or Ill. State price and full particulars in 1st letter. Address: Pierre, Box 5, Grain Dealers Journal, Chicago.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## CLARK'S GRAIN TABLES FOR WAGON LOADS (Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

## GRAIN DEALERS JOURNAL

805 S. La Salle Street

Chicago, Ill.



## SITUATIONS WANTED.

**AS MILLER**, 37 yrs. old; married. Can give good references. 14 yrs. experience. Will come on 30 days notice. Address: Colo., Box 5, Grain Dealers Journal, Chicago.

**EXPERIENCED** Attorney desires connection qualified in accountancy grain knowledge now with government. Address "X," Box 5, Grain Dealers Journal, Chicago.

**AS MANAGER** of grain elevator by a competent man. Best of references and experience. Address: Bronson, Box 5, Grain Dealers Journal, Chicago.

**AS MANAGER** of Country Elevator, 15 yrs.' experience in Grain, Feed & Coal. Good book-keeper. Married. Prefer Iowa or Minn. Address West, Box 4, Grain Dealers Journal, Chicago.

**EXPERIENCED** Grain Man, 28 years old and married, desires position as manager of country elevator. Can furnish references and my services available at any time. Address: Post, Box 5, Grain Dealers Journal, Chicago.

**HUSTLING**, experienced man wants situation with good country elevator. Can handle side lines. Will give bond for any amount needed. Salary reasonable. Address: Energy, Box 3, Grain Dealers Journal, Chicago.

**MAN 40 YRS.** old with 12 yrs. exp. in management of lumber, coal, and grain business wants situation. Understands bookkeeping; good education; hard worker and reliable. Employed but desires a change. Address: J. B., Box 5, Grain Dealers Journal, Chicago.

**GRAIN AND HAY MAN** experienced in buying and selling, also in management of elevator lines, wants position. Well acquainted in wheat and corn belt, also in Eastern and S. E. terminal markets. No objection to travelling. Address: Experienced, Box 5, Grain Dealers Journal, Chicago.

**AS GRAIN BUYER** or Manager by experienced man, with either large milling and feed company or terminal elevator. Am qualified to buy, blend, mix, temper and grade grain for milling or Federal grades. 30 years experience. Address: Miller, Box 5, Grain Dealers Journal, Chicago.

## FEMALE HELP WANTED

**STENOGRAPHER** with good education and grain trade experience wanted. Address: Manager, Box 1, Grain Dealers Journal, Chicago.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

**News of new grain elevator machinery and supplies** is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

## MALE HELP WANTED.

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**DRAFTSMAN ON GRAIN ELEVATORS** wanted; eastern location; state age, experience and salary desired. Address: Skilled, Box 4, Grain Dealers Journal, Chicago.

**RELIABLE INDIANAPOLIS** commission house wants representative to solicit consignments. Address: Trade, Box 5, Grain Dealers Journal, Chicago.

**GRAIN SOLICITOR WANTED** who is acquainted in the Iowa territory and has traveled that state. Kindly state experience and salary desired. Address: Marine, Box 5, Grain Dealers Journal, Chicago.

**EXPERIENCED CORN MILLER WANTED** for Corn Meal and Feed Mill, capacity 600 bbls. One with experience in selling preferred. References required. Give full particulars with reply. Address: Kinloch, Box 3, Grain Dealers Journal, Chicago.

**EXPERIENCED GRAIN MAN** who is also good bookkeeper and posted on freight rates and traffic conditions in the southwest, wanted. Do not answer unless you can make good on the above conditions. Give references, state where, when, for whom you have worked and what you did; salary expected, all in the first letter, also how soon you can come. Confidential, Box 4, Grain Dealers Journal, Chicago.

## BROKERAGE ACCOUNTS WANTED.

**ABLE REPRESENTATION** given shippers of Oats and Corn, in the city of New Orleans, on commission basis. Correspondence solicited. Prefer some Illinois or Iowa firm. Highest trade references furnished. R. McMillan, Jr., 412 Gravier St., New Orleans, La.

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**Tell the Grain Dealers—  
They'll do the rest—**

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.



## KEEP POSTED

## GRAIN DEALERS' JOURNAL

305 So. La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

..... bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.



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**FLINT BROWN DUVEL** Moisture Tester for sale. Never used. Cheap. W. E. Riley, Montpelier, O.

**TWO QUART CHAMPION** Grain Tester for sale. Good condition. Best offer. Address: F. M. Webb, Worden, Montana.

**COAL HANDLING EQUIPMENT.** Elevators, Screens and Conveyors. The Good Roads Machinery Co., Inc., 1203 Tower Bldg., Chicago, Ill.

**ONE NO. 4 MONITOR WAREHOUSE SEPARATOR,** No. 3928, good condition, for \$150.00. Bad Axe Grain Co., Bad Axe, Mich.

**ELEVATOR LEG** and screw conveyor for elevating grain, 1 grain and feed mixer for sale in Chicago. All in good shape at a bargain. Address: Conveyor, Box 5, Grain Dealers Journal.

**THE LITTLE GIANT HOT WATER WHEAT HEATER** for mills that use gasoline and oil engine power. Uses the hot water from engine. Positively guaranteed. For particulars address The Alton Mill Furnishing Co., Alton, Ill.

**ONE NO. 2 Sidney Oscillating Corn and Grain Cleaner** in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

**FOR SALE: BIG LOT** of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

**ONE NO. 103 OWENS SPECIAL CLEANER** and Separator for sale. Never uncrated. Too large for our plant, no room to set it up. Will take in trade grain, flour, feed or want at present, one dormant warehouse scale in good condition ton capacity, with platform at least 47 inches by 39 inches. Telephone or telegraph for quick action. Geo. Dwyer, Inc., St. Maries, Idaho.

## REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our speciality.

Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.

## MACHINES FOR SALE.

**ONE No. 8 Bowsher Combination Mill** for sale. Good as new. Price upon request. J. P. Shoemaker, Daleville, Ind.

**DIAMOND BURR MILL**, equal to any corn meal mill made for sale. In perfect running order. \$75.00 F. O. B. cars. Send your check if you want it. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

## MACHINES WANTED.

**BAG CLOSING MACHINE** for 140-lb. bags: Stencil Cutting Machine and Bag Piling Machine WANTED. Address: Box 1796, Great Falls, Montana.

## ENGINES FOR SALE.

**ONE 14 H.P. Waterloo Gasoline Engine** for sale. New. A bargain if taken at once. Wire collect for price. Farmers Union Co-op. Gr. & Stock Assn., Lodge Pole, Nebr.

**20 H.P. LAMBERT Gasoline Engine** with kerosene carburetor for sale. In good running order. \$225.00 FOB cars. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

**ONE 20 H.P. FAIRBANKS Morse Gas or Gasoline Engine** for sale. In good running order. Reason for selling, need larger engine. L. L. Thorp, Ryan, Oklahoma.

**ONE 35 H.P. TITAN Kerosene Engine**, made by International Harvester Co., good as new; will sell cheap. Reason: Not large enough. L. A. Peachy, Beaver Dam, Wis.

**GAS ENGINE, 40 H.P. FOOS** make, practically new, 26 H.P. New Era, 9 H.P. Foos, 15 1/4"x24" Buckeye Automatic Engine, two 75 H.P. Heine Watertube Boilers, 200 H.P. Hoppes Heater, \$150. Casey Boiler Works, Springfield, O.

**20 H.P. International Gas Engine** in good repair for sale. Reason for selling am reducing my power. You can see this engine in operation. Address: Edgar Johnson, Everest, Kansas.

## STEAM ENGINES, BOILERS.

**TWO SECOND HAND 40 h. p. Boilers** with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

## ENGINES WANTED.

**12 OR 15 H.P. second hand Gasoline Engine** WANTED. Pawnee Farmers Exchange Elevtr. Lodi, Ohio. R. D. No. 2.

**30,000 CAP. HOPPER SCALE; 25 h.p. Steam Engine; 30 h.p. Tubular Boiler** WANTED. All must be in good condition. Address: Code, Box 4, Grain Dealers Journal, Chicago.

**ONE 25 OR 30 H.P. and one 50 H.P. Muncie or Bessemer Oil Engine** wanted. Must be sold under strict guarantee. Address: Muncie, Box 5, Grain Dealers Journal, Chicago.

## LEATHER RUBBER CANVAS BELTING STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

**TEUSCHER AND SON** MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.  
Send for No. 18A BARGAIN PRICE LIST

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**ONE 15 H.P. Motor D. C.** for sale. Just overhauled. E. B. Conover, Elkhart, Ill.

**5 H.P. SINGLE PHASE WAGNER Motor**, 220 volt, 60 cycles, 1800 R.P.M., A.C., for sale. Can ship at once. Reason for selling, too small. Rothschild Grain Co., Hancock, Iowa.

**ELECTRIC MOTORS, Generators, also engines;** guaranteed condition. We buy, rent, sell and repair. Independent Electric Machy. Co., 215 Goodrich Place, Kansas City, Mo.

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**TWO 5 H.P. Westinghouse Motors** practically new. One 2 burner (gasoline) Hess Moisture Tester & Scales. 1—500 bu. Hopper Scale. Lot Belting, Cups, Boots, Pulleys, Shafting, etc. Can ship at once. Cole Grain Co., Peoria, Ill.

**YOU MAY BE MISSING SOMETHING** If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

## SCALES FOR SALE.

**WHEN YOU THINK OF SCALES,** consult THE LINCOLN SCALE REPAIR CO., Lincoln Nebr. New and used Scales, also scale repairing.

**ONE 4 BU. RICHARDSON Automatic Grain Scale**, in 1st class condition. Price reasonable. SAGINAW MILLING CO., Saginaw, Mich.

**NEW AND REBUILT scales** of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**4 BU. RICHARDSON AUTOMATIC SCALE** in good condition for sale. Address: Burlington Grain Co., Burlington, Okla.

**6,000 LB. FAIRBANKS HOPPER SCALE** for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

Good Avery Automatic Scale.....\$100.00  
500 bu. Howe Hopper Scale.....\$100.00  
Richardson Scale Company,  
Wichita, Kas.

**ONE 750 BU. Avery Automatic Grain Scale**, Hopper capacity 3 bushels. Guaranteed to be in 1st class order. A bargain. Milwaukee Scale & Supply Co., 102 Sycamore St., Milwaukee, Wis.

**100 TON FAIRBANKS Track Scale**, 50 ft. Type Registering Beam, for sale, overhauled this year and as good as new. For quick sale \$500.00 F. O. B. Omaha. American Supply & Machinery Co., Omaha, Nebr.

**RICHARDSON AUTOMATIC BAG SCALE.** New. Suitable for track, complete, used 10 days. Very cheap.  
NATHAN KLEIN & CO. 210 Center Street.  
New York City.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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2439 N. Crawford Ave. - - - Chicago, Ill.

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**MACHINERY**  
For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-A

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.



## BAGS FOR SALE.

**SECOND HAND BAGS FOR ALL PURPOSES.** Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

**2000—2ND HAND Cotton Grain Bags for sale.** Hold 2½ bushels wheat. Price 25c each F. O. B. St. Louis. Address: Foell & Co., 123 Market St., St. Louis, Mo.

## TARIFFS WANTED.

**COPIES OF BURLINGTON TARIFFS No. 5400 A and No. 5600 A wanted.** Will pay liberally for copies. Address: F. W. Elder, Hastings, Neb.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ AND USE THEM.**

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the advertiser considers before an advertisement is placed:

## CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

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**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

## OFFICE SUPPLIES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**OFFICE DESKS**, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

**FOR SALE**—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

## BAGS—BAGGING—BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago



## RID-OF-RATS

If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use Rid-of-Rats. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented Non-Poisonous Exterminator in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

**BERG & BEARD MFG. CO., Inc.**

100 Emerson Place

Brooklyn, N. Y.

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Wm. E. Busgers & Co., European fancy natural gr. seed

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.  
Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

McCausland, Sam'l., Ryegrass & Dogstail.

### BUFFALO, N. Y.

Whitney-Eckstein Seed Co. wholesale seeds.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmer Seed & Nursery Co. seed corn & grass seeds.

### GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.  
Lewis Implement & Seed Co., field seeds & implements.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imprta.

### OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ROCKFORD, ILL.

Ondon Bros. Seedsmen, garden, field & flower seeds.

### ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.  
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.  
Hirsch, Henry, whole. flour, seed.  
Toledo Field Seed Co., The, clover, timothy.

### WICHITA, KANS.

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53 Years Service Buyers and Sellers St. Louis, Missouri Bag or Car Lots

**WHITNEY-ECKSTEIN SEED CO.**  
Wholesale Seed Merchants  
**BUFFALO, N. Y.**  
CORRESPONDENCE INVITED

**THE HARNDEN SEED CO.**  
Field and Garden Seeds—Onion Sets  
Write for our Surplus List of Garden Seeds  
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**TIMOTHY SUDAN ALFALFA FEED MILLET RUDY PATRICK SEED CO. KANSAS CITY, MO.**

**H. W. DOUGHTEN,** 59 PEARL STREET NEW YORK CITY  
Importers, Exporters and Jobbers **Grass and Field Seeds**  
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

**The Toledo Field Seed Co.**  
Clover and Timothy Seed  
Consignments solicited. Send us your samples.  
TOLEDO, OHIO

**Crawfordsville Seed Co.**  
CRAWFORDSVILLE, IND.  
**FIELD SEEDS**

We Buy **SEEDS** We Sell  
**J. G. PEPPARD SEED CO.**  
Kansas City, Mo.

**The Mangelsdorf Seed Co.**  
Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
ATCHISON KANSAS

**THE ILLINOIS SEED CO.**  
CHICAGO, ILL.  
We Buy and Sell  
**Field Seeds**

Ask for Prices  
Mail Samples for Bids

**ACCOUNT BOOKS** FOR SALE BY Grain Dealers Journal CHICAGO

## SUNFLOWER SEED WANTED.

WE ARE IN THE MARKET for good quality Domestic Sunflower. Submit samples—quote lowest price.

J. BOLGIANO & SON,  
Baltimore, Maryland.

SUNFLOWER SEED, Millet Seed, Kafir Corn or Milo Maize, Cotton Seed Meal, Alfalfa Meal, Buckwheat, Peanut Meal, Flax Seed Oil Meal and Oyster Shells wanted by Kinsey Bros., North Manchester, Indiana.

## SEEDS WANTED.

ALSYKE and Mammoth Clover Seed wanted. Send samples & prices. J. W. Richards, Ferris, Ill.

## SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

**MISSOURI BRAND SEEDS**  
Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

IMPORTERS EXPORTERS  
**GRASS and CLOVER SEED**  
Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
New York, N. Y., U. S. A.

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

**WOOD, STUBBS & CO.**  
(Inc.)  
LOUISVILLE, KY.  
Ky. Blue — Orchard — Red Top  
BUY AND SELL  
Also full line Garden Seeds

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Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

*Write to Kellogg*

We are paying top-o'-the-market prices for  
ALSIKE  
RED CLOVER  
WHITE CLOVER  
ALFALFA  
SWEET CLOVER  
Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

**Kellogg FIELD and GRASS Seed Co.**  
1845 FLORIDA ST. MILWAUKEE, WIS.



## SEEDS FOR SALE—WANTED

**L. Teweles Seed Co.**  
Milwaukee Wisconsin

Headquarters for  
Red, White and Alsike  
Clover

Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

**LOUISVILLE SEED COMPANY**

INCORPORATED  
LOUISVILLE, KY.  
Headquarters for

**RED TOP AND ORCHARD GRASS**

BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

**HENRY HIRSCH**

WHOLESALE FIELD SEEDS  
CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty  
All Other Field Seeds

**TOLEDO - - OHIO**

FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale

**SEED MERCHANT**

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

DEALERS RAPE JOBBERS  
SPRING VETCH  
CRIMSON CLOVER  
CANARY SEED

**I. L. RADWANER SEED CO.**

SEED MERCHANTS

IMPORTERS NEW YORK CITY EXPORTERS

**Farmer Seed & Nursery Co.**

Growers of Northern Grown  
SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA

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By concentrating your advertising in  
THE GRAIN DEALERS JOURNAL  
you can cover the Grain Dealers  
of the country at one cost.

**The J. M. McCullough's Sons Co.**

BUYERS — SELLERS

Field and Garden Seeds

**CINCINNATI - - OHIO**



**The S. W. Flower Co.**

WHOLESALE  
FIELD SEED  
MERCHANTS

SPECIALTIES  
RED CLOVER, TIMOTHY  
ALSIKE

**TOLEDO  
OHIO**

**SEND SAMPLES**

of

Timothy, Red Clover, Alsike, Red  
Top, Hairy Vetch, Bluegrass, Or-  
chard Grass Seed, Rye and Winter  
Oats, to

**The Belt Seed Co.**

Importers and Exporters  
BALTIMORE

We can offer D. E. Rape, Imported  
Orchard, Alfalfa, Crimson Clover  
and Red Clover.

**WANTED**

Timothy Seed—Medium Red Clover

Shippers of all kinds of Field Seeds.  
Poultry Foods—Specialty.

**JAMESON HEVENER CO.**  
St. Paul, Minn.

**ROSEN RYE**

The highest quality and  
heaviest yielding rye ever  
grown in this country.

WE ARE HEADQUARTERS

Bulletin, Sample and Price  
on request.

**The C. E. De Puy Co., Seedsmen**  
PONTIAC, MICH.

**SEED**

We Buy  
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and Field  
Seeds

**Milo Maize  
Kafir Corn**

**Feterita and  
Sorghum Grains**

Texas has produced nearly three-fourths of  
these grains in U. S. 1919 Crop Year.

We are headquarters for these crops and

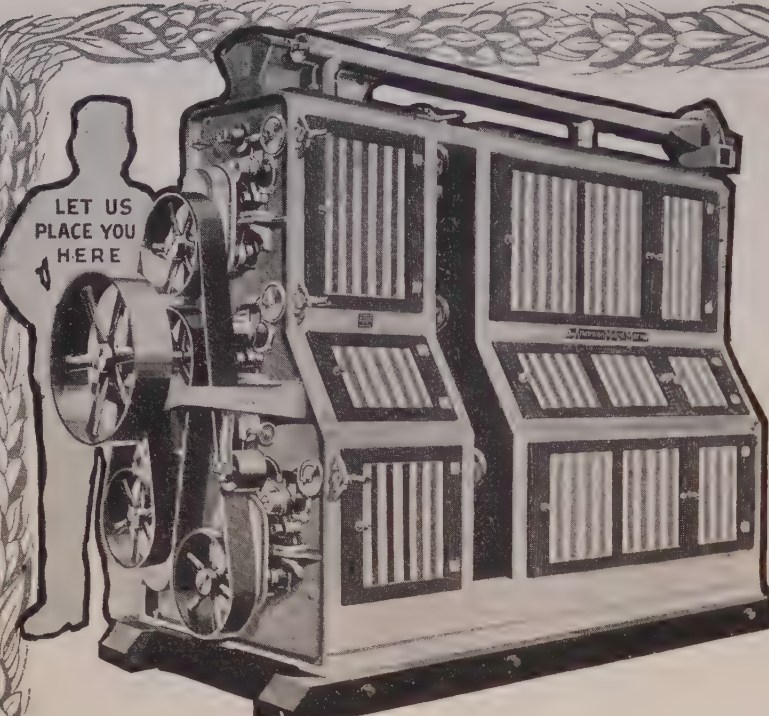
**Texas Red Rust-Proof Oats**

Wire or write your Season's Needs

**The Fort Worth Elevators Company** Fort Worth Texas

**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO





LET US  
PLACE YOU  
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# The Mill that Makes the Money!

The real test of the value of a flour mill lies in the profit it will make for its owner.

"Midget" Marvel Millers are making bigger profits in proportion to their investment than any other men in the milling business. Many of our customers have paid for their mill out of the first six months profit.

March 26, 1919.

Anglo-American Mill Co.  
Owensboro, Ky.  
Gentlemen:

We are better pleased each day we run our "Midget" Marvel Mill that we installed last June.

To date we have realized more profits by 100% than we expected in a year.

There is nothing too good to say for the "Midget" Marvel Mill.

Very respectfully,

J. E. Blankenship & Co.  
By J. E. B.

Down in Tennessee Mr. W. T. Dunwoody has just bought his fourth "Midget" Marvel Mill from us. The first three he purchased are operating at neighboring points. The fourth is to be installed in a building in which there

was formerly a long system mill. On a visit to our plant last week he said to our President:

*"I have been milling all my life, first with the old buhr mills, then with the long system mills, owned several but they all busted me one by one, and I was a poor man when I bought my first 'MIDGET' MILL five years ago on credit. Now I have four mills and am worth \$30,000 on the side."*

The "Midget" Marvel is the only small mill that is universally and successfully meeting the competition of the largest mills. The reason is because "IT MAKES A BETTER BARREL OF FLOUR CHEAPER." No mill, regardless of size, can continuously ship flour into a territory where a "Midget" Marvel is operating and sell at a profit.

Always sold on a Thirty Days' Free Trial and we guarantee you complete satisfaction. It will be left entirely to you at the end of Thirty Days to decide whether or not the "Midget" Marvel comes up to our expectations. If you are not completely satisfied, return it to us. If we were not absolutely sure it would make you money from the start we could not make such a positive guarantee.

## That's Our Faith in It!

Manufactured in seven different capacities—15-25-40-50-60-75 and 100 barrels per day.

Our Engineering Department will design special plans for installing "Midget" Marvels where our standard plans will not apply.

Prices and liberal terms make it possible for a man with a small amount of money to go into this profitable business.

Write today for a new and revised book, "The Story of a Wonderful Flour Mill," just off the press. You will find it most interesting.

**THE ANGLO-AMERICAN MILL CO.**

577-583 Trust Building

OWENSBORO, KY.





## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at  
305 So. LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager.

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**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, SEPTEMBER 10, 1919

**SIDE TRACK** agreements must be reasonable to shipper under the modification to Order No. 15 published elsewhere.

**THE U. S. Wheat Director** will be on the necks of wheat handlers nearly nine months more notwithstanding the war is over.

**THE MANY REPORTS** of elevators bursting show that poorly designed houses can not stand the stress of the car shortage.

**A LICENSE** from the Wheat Director is not needed unless you handle wheat. Many dealers have not applied for a license and will not.

**OUR EXPORT** grain trade should feel the benefits of corporate financing of exports under the Edge bill as soon as the governments abolish their control.

**OFFERING ARGENTINE CORN** 10 cents under the value of home grown maize on the Chicago Board seems to have had the effect desired by the chronic bear.

**KAFIR, milo and cane** have rewarded those growers in the drouth-stricken regions of the west who preferred a sure thing to a chance in wheat and corn. Crop reports in this number indicate a good crop in the Southwest.

**THE HENNEPIN canal** which cost the Federal Government many millions to construct is not used enough each year to pay one per cent on the cost of operation. Water transportation may be cheaper, but it does not seem to appeal to Illinois shippers. Why build useless waterways to please contractors only?

**CONSISTENCY** dictates that when a road pays an outlawed claim to one shipper it must do so for all who have not brot suit before the lapse of two years and a day.

**NO ONE** will envy Julius Barnes the job of disposing of the vast quantity of low grade wheat that will fall to the government under the increased prices paid for poor stuff.

**IS HERBERT HOOVER** a bull or a bear on Fridays? How much more contradictory talk can he hand out without sacrificing all the confidence the grain trade now has in his judgment?

**THE STEAM engine** is rapidly losing prestige in country grain elevators. The scarcity of labor combined with the greater economy and convenience of gas and electric power make it difficult for steam to gain consideration in the planning of a new house.

**DO YOU** know why so many elevators burn or can you explain how one was burned? As soon as the members of the trade learn of all the causes of grain elevator fires steps will be taken to correct more of the fire hazards.

**WHY THE** extraordinary interest in the Grain Dealers National Convention? Because these are extraordinary times in the grain trade, times when close cooperation is needed above all else. The grain trade is confronted with problems of great importance. Get into the turmoil. Help save the nation.

**COUNTRY ELEVATOR operators** whose houses are full of wheat and can get no cars understand now why it is necessary to charge interest on cost of building and contents to the expense of handling grain. The Grain Corporation may be able to handle wheat thru country elevators for 8 cts. a bushel, but few others will be able to do so until Government control is a thing of the past and future trading is revived.

**RESTRICTIONS** governing the sale of wheat in Winnipeg are resented by Canadian farmers. Many dealers in the States will agree with Hon. Robert Rogers, formerly Dominion Minister of the Interior, when he says: "I think that there is a feeling in the country that there are too many government regulations now that the war is over. The people put up with anything when the war was on and it seemed necessary for winning of it, but now that the war is over, they want more personal liberty. There are too many commissions at work in the country."

**COTTON GROWERS** and factors from ten states in a meeting at New Orleans indorsed a minimum price of 36 cents a pound for September, with an increase of ½ cent a month until 40 cents is reached for May. This is not an attempt to gouge the consumer or the English cotton mill, but simply an attempt to keep even with the railroad brotherhoods who got an increase of wages from the administration. Let us hope the foreigners will be able to buy cotton at the enhanced prices without the aid of another loan from the United States government.

**EVIDENCE** being presented on the Port Colborne explosion makes it an exception to the rule that causes have been unascertainable on account of the death of all concerned.

**TWO farmers** on the boundary between the United States and Manitoba, whose farms adjoin, may be receiving a difference of 40 cents per bushel, and the Canadian wheat growers are beginning to howl.

**RECIPROCAL demurrage claims** in Kansas will be more easily collected under the decision published elsewhere. Hitherto it has been supposed that to make the carrier liable for failure to furnish a car the shipper had to tender part of the freight charges. He need not tender unless requested.

**DOES THE** country grain shipper stop when the four o'clock whistle blows? Does he demand a six, seven or even an eight hour day? Certainly not, he works as late as the farmer will haul his grain. Work and production are the only sure cures for high cost of living and national unrest. Stop talking and get busy!

**WEEVIL** in corn from Texas and the Argentine are eating large holes in the prospective profits of the shippers, so a large movement of this grain to northern markets can not be expected. The South always has consumed more corn than it produced and no doubt will continue to do so. Thirty cent cotton is not conducive to an increased acreage of grain.

**HAS SOME ONE** inside information that the forthcoming report of the Federal Trade Commission which is to be given out in three installments will be favorable to the Board of Trade? Or is the prospect for a resumption of trading in future delivery early next year responsible for the jump of \$1,000 in the price of Chicago Board of Trade memberships?

**THE GRAIN ACT** of one of the Northwestern states may confidently be expected to wind up in a tangle that will discredit both those who conceived the legislation and those who are undertaking to administer the law. Such ill-conceived legislation is foredoomed to failure. As thinking men detect the instability and weakness of the legislation they decline to act as administrators and the job falls to some incompetent pretender who is willing to undertake anything that has a salary attached to it.

**LEGISLATION** procured by politicians on the pretence of benefiting the farmer whose votes they seek solely to get themselves into a fat-salaried office is sometimes harmful to the expected beneficiaries even when the execution of the law is left to the self-styled farmer's friend. Regulatory laws complicate business and add to the high cost of living. To escape the meshes of red tape wound about their business by the politicians the farmers of North Dakota actually have been forced into court in selfdefense, the backers of the suit by the Farmers Grain Co., of Em-den, attacking the state license control, being the Farmers Grain Dealers Ass'n of North Dakota.



THE STATUTES of no free country should be disgraced with laws that exempt one class of citizens, as is proposed by Mr. Haugens, H. R. 8624. If Congress can not make laws equally applicable to all citizens then our representatives better go home and help us to elect bigger, wiser and stronger law makers. The trimmers will always support unfair discriminating laws.

INVESTIGATION of the complaints of undergrading wheat at country points in the Southwest shows that the growers were really getting more than their wheat was worth. The agitation was the result of a few loud talkers falling into the hands of active peddlers of political buncomb. So long as we permit Government to dabble in business we must expect the economic welfare of the country to be sacrificed upon the altar of politics.

TERMINAL STORAGE capacity never was more badly needed. Stocks can not continue to increase as at present at the rate of 5,000,000 to 6,000,000 bus. wheat per week without exhausting all the available space. With government restrictions removed so that the grain business could be conducted on a business basis there might be an assurance of sufficient profit in terminal storage to attract large private capital into terminal elevator investments.

#### More Trade Detectives Not Wanted.

Grain dealers who burned much midnight oil digging up information from the musty records of the past for the Federal Trade Commission will be delighted to know that Victor Murdock, member of the Commission, radical socialist and bitter enemy of all successful business men, has the cheek to ask Congress this week for a more liberal appropriation for the commission and authority over all voluntary associations of business men. The average business man, who has had any dealing whatever with the Federal Trade Commission, or knowledge of its unfair tactics surely cannot bring himself to support any extension of the Commission's authority or any appropriation for its continuance.

From the time the present set of socialists got control of the Commission, its work has been diverted far from the original purpose for which it was established. Instead of trying to help business men to better methods and improved practices, the present aggregation of political pinheads have obtained the perverted idea that the sole purpose of the commission is to detect practices or methods which can be twisted into evidence of the unfairness and dishonesty of the average business man. In dealing with some business interests the Commission has been neither fair nor just, in fact, it has indulged in dishonesty to an alarming degree. Evidence has been discolored and garbled in the hope of proving a preconceived idea of the business methods in vogue.

The grain trade was put to an interminable amount of useless work during the war by the requirements of the commission and all to no purpose. If the country or any branch of business has profited or been helped in any way by the work of the Commission, the public has not yet learned of it. The prime purpose of the Commission seems to have been to make sinecures for the faithful and now it is seeking opportunity for more workers and an excuse for asking more money.

Business men of the country who know of the Commission's iniquitous interference with business will be only too glad to enlighten their representatives in Congress with the uses and general desirability of the Federal Trade Commission. Such an agency of espionage might fit in well with the Imperial German Government's plans of controlling the people, but it is out of place in a country where the prosperity of the nation is so largely dependent upon the individual initiative of the merchant or the manufacturer.

#### Why Cars Are Scarce.

From all sections of the grain surplus states comes the common complaint that "our elevators are full to the roof, and no cars are obtainable."

Elevator men who have bought wheat on a very close margin and are anxious to get their money out of the grain before the shrinkage and interest wipes out their profit, will obtain little sympathy from the U. S. Wheat Director, or the farmer who received more than his wheat was worth.

The trouble is due primarily to inefficiency of the railroads. To start with, none of the railroads have the bulk storage facilities at terminals needed to facilitate the prompt unloading of their grain laden cars upon arrival. The trunk line railroads are the worst offenders.

Each fall we have the recurring complaint that all Eastern yards are congested with grain, heating, spoiling, piling up demurrage charges primarily because the railroads will not, at least have not, provided the storage and handling facilities at sea-ports needed to expedite the prompt unloading of cars.

The great stream of grain annually flowing to Europe through our ocean sea-ports would seem to justify an investment in permanent handling facilities equal to every emergency, but each year the trunk line railroads have their box car equipment tied up for storage purposes and their freight earning capacity greatly reduced, because they do not invest in the facilities needed.

The congestion at the sea-port invariably backs right up to the country elevator and the farmers are required to hold their grain on the farm, notwithstanding they have no facilities for storing it.

While there is little prospect of improvement in terminal elevator facilities of the railroads so long as the politicians are in charge the time is an opportune one for grain shippers to call to the attention of railroad officials generally the real cause of the trouble from which all are suffering.

Each year through the dereliction of the railroads in providing proper terminal facilities the grain shippers have been forced to break contracts for delivery, they have been kept out of profitable markets, and forced to sustain heavy losses on elevators full of grain. Many country elevator men have been forced to suspend buying because the meager terminal facilities are congested and cars are unobtainable.

No doubt, this same condition will continue year after year, until the protests of the trade forces the railroads to provide the facilities needed to care properly for the business.

The lack of terminal facilities for handling and storing bulk grain forces the detention of box cars for warehouse purposes when they could much more profitably be used for transporting grain.

#### Federal Licenses to Do Business Most Undesirable.

It is very evident that the United States Grain Corporation is experiencing considerable difficulty in inducing many grain dealers to take out a license to handle wheat. Some grain dealers found handling wheat under the rules and regulations of the Grain Corporation such a handicap to their business that they have refrained from handling wheat or wheat products this year in order to be relieved of the wheat director's interminable string of regulations and demands for reports. Grain dealers who do not handle wheat or wheat flour are under no obligations whatever to the Wheat Director of the Grain Corporation, and they can go about their business just like any other liberty loving American citizen in pre-war days.

The threat to prosecute those who fail to take out a license has been reiterated and repeated in so many different forms and at such frequent intervals as to arouse suspicion in the minds of many that some grain dealers are handling wheat and wheat flour without taking out a license. While such practice is extremely dangerous, those indulging will have the full sympathy of every licensee who makes out his weekly report for the Grain Corporation.

Grain dealers who have grown very weary of making reports to the various autocrats of the Federal Government since the signing of the armistice no doubt have some very deep seated convictions regarding licensing all business as is contemplated by the Kenyon and the Kendrick bills now pending in Congress. Having had so much experience with Federal licenses to do business grain dealers are in a strong position to give first-hand evidence of how such an autocratic law works, and in the interest of all business they should make known their convictions to their representative in Congress lest business be again enmeshed in an interminable tangle of Governmental red-tape.

Commercial organizations everywhere are protesting in pointed language against this contemplated surveillance and political interference with business and it would seem right and proper that, the grain dealers of the country, who have been greatly burdened and handicapped since the Grain Corporation with its license power was instituted, should come forward promptly and make clear to merchants in other lines, as well as to our law-makers, the needless expense and labor accompanying any attempt of business to comply with the petty rules, regulations and restrictions which Government bureaucrats invariably attempt to thrust upon a regulated business.

Government by license contemplates the drafting of rules and regulations by a commission or the head of a department. In other words, it is in reality a delegation of the law-making power of Congress to a man or men yet to be appointed. Experience with different commissions, notably the Federal Trade Commission emphasizes most grievously the opportunity for a complete perversion of the original purposes of the drafters of the law. If men in business or elsewhere



have done wrong; if any new crimes have been originated for the punishment of which no provision has been made, then it is right to make laws fitting the crime, but for Congress to delegate its powers to bureaus or commissions with licensing power is contrary to the principles of our Government.

Licensing all business would place one more burden on business and any other attempt to regulate business through inspectors and detectives in large number, it will place the burden of the law on those who always have tried more earnestly to comply with the letter and spirit of all laws. This plan of Government by man instead of by law is a direct and positive aid to the sharper who is continually striving to swindle others and still escape the law's clutches. The licensing system is a vicious handicap to business, and even though at the start the regulation of only a few lines be contemplated, the hungry feeders at the public crib would soon demand the extension of the licensing system to peanut stands and newsboys.

The merchants and manufacturers of the land do not need to be checked up at every turn of the road by petty politicians and the sooner all merchants join hands in a general protest against any more interference with business by our Government, the sooner will they be able to settle down to the efficient management of their business to the economic advantage of the nation.

## Commission Rate on Canadian Wheat Too Low.

Bureaucrats having an eye single to currying favor with the opulent wheat grower are prone to whittle down the fair charges of commercial handlers. It was attempted in the early days of United States wheat control, but at a meeting at Chicago, such a vigorous protest was made by members of the Board of Trade that the Hoover administration permitted receivers to continue charging their commercial rate of one per cent.

Commission merchants handling wheat in Canada are less fortunate. Without prior consultation the Canadian Wheat Board arbitrarily announced a regulation fixing their charge at one cent per bushel.

Terminal elevators in Canada are required by the tariff to perform a service costing them 2.29 cents a bushel on an allowance of but ¾ cent. At one of the largest elevators in Fort William it costs .786 cent to receive grain and .177 cent to ship it. On account of the higher costs of labor and insurance due to the greater value of the grain the former allowance of ¾ cent is not sufficient, so that the Dominion Grain Commission could reasonably heed the united demand of the elevator operators for an increase to 1¼ cents. The Canadian Wheat Board, which controls the commission charge, likewise should increase the compensation allowed.

Why should the Canadian commission merchant receive but ¾ cent per bushel for a service for which the broker south of the boundary is paid 2.25 cents?

## Shippers Win First Round on Loss and Damage.

The acceptance by Examiner Wilson of the shippers' solution of the question of loss and damage to grain in transit is a victory for organized effort, and a fitting reward to Chairman Goemann of the Transportation Com'te of the National Ass'n and to the members of the grain trade who sat thru the protracted sessions when testimony was taken. Had not the shippers presented a "Report" there would have been no "Shippers Report" for the Examiner to recommend to the Interstate Commerce Commission. The carriers would have had their own way by default.

Many of the railroad men treated the whole matter of conference with the grain shippers as a joke. Privately they felt that an agreement with the shippers ass'n or with individual shippers would be of no value to them, as no shipper could be euchred out of his legal rights by an agreement to which he was not a party. In other words an agreement made by the National Ass'n to waive certain legal rights of its members in exchange for desired concessions would have no binding force. The carriers already have been beaten in every court that has ruled on liability for grain intrusted to a common carrier for transportation, and any shipper who did not like the agreement could disregard it and bring a successful suit.

This splendid testimony to the advantage of all members of the trade working together should encourage closer cooperation of all sections of the trade.

## Back to the Republic.

To Congress: "Return to the letter and spirit of our constitution."

That was the spirit of the demand made by the 500 Manufacturers representing 36 states of the Union, who yesterday held an "Our Country First" Conference in Chicago.

These men,—farmers, bankers, lawyers, merchants, manufacturers, men from many walks of life, all have wearied of governmental meddling into their affairs, operating directly or indirectly their very organizations, censoring their books, restricting their advancement, telling them what price they may "fix," literally, in violation of the constitution and unprecedented in the history of the Republic. They have tired of all these things, which were bearable during the war, but which now threaten to throw this nation, the hope of the oppressed of all the world, into a reign of socialism.

Some of the questions these thinking men asked in open meeting were: Can we call ourselves a free people when we are subject to a licensing system, where our licenses can be approved or disapproved at the whim of a political appointee?

Is organized labor, totalling about 2,000,000 men, to run the affairs of this nation of more than 110,000,000 people?

Will the law of supply and demand be permitted to return to govern our cost of living, as well as the cost of production, or are we to labor, uncertainly and blindly into the meshes of a price fixing net?

Are we to be freed from the tremendous burden of taxation, which was so cheerfully borne during the stress of war?

Do you wish to return to run your busi-

ness in line with your own experience or as the radical socialists dictate?

Those were some of their problems, and they are YOUR problems as well. Awake to the situation before you are obliged to line up for inspection by the Bolsheviks.

## Claim Agents Rejecting Door Leaks.

Altho the movement of grain is small owing to the inability of the railroads to furnish cars as needed to country shippers, the number of leaks reported is large, showing conclusively that the U. S. Railroad Administration has not placed its box cars in condition to transport grain as it repeatedly promised the Grain Corporation it would do.

From April 1st to August 1st, 19 per cent of the grain laden cars arriving in Milwaukee were leaking. During August, 26% of the grain laden cars were leaking, and during the first ten days of September 38% of the grain laden cars were leaking. Milwaukee's experience is right in line with the experience of every other terminal market. The poor condition of the rolling stock combined with the overloading of box cars and the rough handling of the loaded cars all emphasize the necessity of grain dealers everywhere exercising greater care in cooping cars before loading.

During July and August 38,325 cars of grain were received at Chicago and of this number 3,480 were reported to be leaking grain and, of course, the Weighing Department inspectors did not see all the inbound cars which leaked. Many of them were repaired in transit or held back until they could be put in condition to pass the inspection of the Board of Trade representatives.

The claim agents of many of the roads have pulled a new excuse for rejecting shortage claims of country grain shippers, and are now refusing to pay shortage claims where the cars are reported to be leaking at the door on the ground that the door was not properly closed and protected against leaks. While some of the leaks may be due directly to carelessness on the part of the man who loaded the car, many of them can be traced direct to a rotten door post, or rough handling in transit. The leaks in inbound cars discovered by the Chicago weighing department inspectors during July and August discloses 280 leaks at the grain door. While this number is not large, still it is large enough to prove that all shippers are not exercising the care needed to insure the delivery of all their grain at destination.

Many shippers are now using burlap or paper around the car door even though they do not use it elsewhere, and this very fact may be the cause of such a small percentage of the leaks at the door. Grain shippers generally are not desirous of obtaining pay for shortages not properly due them, but if they will exercise even greater care in cooping their cars they will largely reduce the number and amount of their shortages.

Some railroads with shortsighted parsimony have objected to grain shippers using more than four grain doors to a car and by this regulation have supplied a cause for leaks at car doors that places all the blame for loss back on those who supply the equipment.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Mouse Proof Belt Lacing?

*Grain Dealers Journal:* A dealer in southern Kansas reports that he is bothered very much by rats and mice eating the lacing on the belts. Would be pleased to know of a good remedy to stop this costly destruction.

Is there a rat and mouse proof treated lacing?—Rex.

**Ans.:** Rats and mice will invariably chew rawhide lacing, but as far as we know they never disturb chrome leather lacing.—Chicago Rawhide Co.

Probably the safest way around this annoyance would be to use wire lacing or metal fasteners. The Flexible Steel Lacing Co. of Chicago and the Clipper Belting Lacer Co. of Grand Rapids, Mich., make satisfactory metal lacing.—Belting Journal.

### No. R. R. Administration Order on Outlawed Claims.

*Grain Dealers Journal:* Paragraph 3, Section 3, of the uniform bill of lading provides that suits for loss and damage must be instituted within two years from delivery of goods carried under such B/L.

Has any specific ruling been promulgated by the Railroad Administration providing that all claims of two years' standing and more shall be repudiated by the individual roads against whom such claims are filed on the ground that no suit has been instituted within the time specified?

A letter we hold from the New York Central Claim Department indicates they are pursuing such a policy, and we will appreciate an expression on the matter.—F. W. Stock & Sons, Hillsdale, Mich.

**Ans.:** Not having had control for 2 years the Federal Railroad Administration has no jurisdiction over these claims, and has issued no instructions.

The corporation counsel of the different roads have advised the claim departments not to pay claims over 2 years old.

THUS FAR the United States has given no national indication of having been affected by the high cost of living, said Dr. Alonzo E. Taylor, member of the United States War Trade Board and chief investigator of food conditions on Mr. Hoover's staff in Europe, who has just returned after eight months of intensive work in practically all of the nations of Europe, exclusive of Russia. "The first sign will be an increased consumption of cereals and the lessening of meats and other high-priced foods. We talk of the high cost of bacon, but we eat it, nevertheless, and we have returned now to our pre-war basis of cereal consumption, which is only about 33½ per cent.

WE DESIRE to enter our most emphatic protest in opposition to the enactment of the Plumb plan for control or Government ownership of railroads. The plan is destructive, impracticable and unworkable. We need a speedy return of the railroads to their owners, with safe and sane regulation through a conservative governmental agency, which will administer a constructive and progressive management for the development, progress and conservation of the greatest of all public utilities.—Ohio Grain Dealers Ass'n.

DURING the 12 months ended August 31, 1919, the output of American shipyards reached 4,187,670 gross tons of merchant vessels officially numbered by the Bureau of Navigation, Department of Commerce, including also a small tonnage built for foreign owners.

### Rust Proof Wheat.

Unusual rust-resisting qualities are indicated in a wheat grown experimentally for five years by Judge Coffey, of Jamestown, N. D. This wheat, Red Durum, or D-5 in government classification, has given a 15 to 20-bushel yield the present season, while adjoining fields of life and marquis have succumbed to rust attacks so badly that they will not be cut.

The kernel is a little smaller than that of ordinary durum, the stalk is tougher and somewhat smaller, and the heads are well bearded. Judge Coffey has 750 acres of this variety, and a number of other farmers in the vicinity are trying it this year. In every instance, its yield has proven greater than that of other durums, while other types have utterly failed to withstand the rust.

As a flour wheat, millers have objected to its use, and there is a discrimination in the price, the average being about 7 cents lower than the price of standard durum.

### Order No. 15 in the Discard.

Order No. 15 of McAdoo's administration is virtually a dead letter since the recent issuance of supplement No. 2 to that Order.

Regional directors are notified by the supplement that Paragraph 2 of Order No. 15 is changed to read as follows:

Where existing industry tracks are not covered by written contracts, they shall be maintained and operated in accordance with the provisions stated in paragraph (1) hereof. In the absence of a written contract as to the maintenance of an industry track constructed prior to March 26, 1918, the practice of the connecting carrier prior to federal control, as applied to such track of any particular industry from the beginning of its use by such industry, shall be considered as equivalent to a written contract in accordance with such practice.

Shippers, accordingly are free to act on the advice given in the Journal time and again, to respectfully decline to sign any side track agreement not to their liking.

### Grain Men Lose Money for Lack of Cars.

Since the shopmen's strike went into effect grain elevator operators in Sioux City territory have lost more than \$1,000,000 due to inadequate railroad transportation facilities, according to Douglas Webster, vice-pres. of the McCaull-Webster Elevator Co.

Mr. Webster estimated the loss on grain being shipped to the markets from country buyers. In explanation he said:

"Not once but hundreds of times shippers have found orders for grain canceled because they were unable to obtain cars in which to load the grain.

"Altho car shortage conditions have recently improved, the situation will not clear up until the railroad administration comes to the realization that they must return hundreds of trains of empty cars. Under the new idea now in use inaugurated by W. D. Hines, director general, cars are not returned from the east until a cargo has been found for them. The method is impracticable because the movement in one direction does not counter balance the amount of transportation moving in the other. This is the reason that all of the freight cars are clogging eastern tracks at the present time.

"Every year the grain men look for a shortage of freight cars from November 1 to the end of January, or during the period in which corn is moving. This year the outlook for transportation is very black and unless immediate steps are taken to prevent it one of the worst congestions in the history of grain movements will develop."

### Grain Shipper Sues Hines.

Alleging deterioration of grain value because of heating in transit, for which delays in shipment were said to be responsible, the Murphy Grain Co., of Springfield, Ill., has filed four suits in circuit court against Walker D. Hines, as director general of the Wabash, Illinois Central, Chicago & Alton and Chicago, Burlington & Quincy railroads.

The Wabash is sued for \$1,682.94; the Illinois Central for \$624; the Chicago & Alton for \$1,641; and the C. B. & Q. for \$1,141.

### Temporary Privileges to Avoid Congestion.

H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, has received advice from Mr. Piazzek that the latter is making an urgent appeal for relief at Galveston. In a later telegram Mr. Piazzek says:

"If the most advantageous terminal of dealer or miller is embargoed and he has no unoccupied space in his elevator or mill he may purchase from the producer at producer's request on a basis of a proper reflection of the most advantageous buying terminal which may be open for shipment of wheat. Dealers are advised that any abuse or deception of relation to this temporary privilege would be a violation of both his license and agreement."

### Freight Overcharges May Be Returned.

The solicitor for the internal revenue commissioner has reversed the decision of the Interstate Commerce Commission, and declares that the Treasury has authority to make refunds when money has been erroneously collected. Heretofore shippers who have complained of freight overcharges, and have asked for return, have been met by the opinion of the Interstate Commerce Commission to the effect that taxes once paid into the Treasury become funds of the government, which, according to custom, can be paid out only by warrants issued by the Treasury based on an appropriation of the money by Congress. Shippers having claims of this nature, however, may now have the taxes on the overcharge refunded, according to the later decision.

### Pomerene-Esch Bill Before Senate.

Now under discussion in the Senate, the Pomerene-Esch bill providing for return of railroads to private control will probably reach the House floor very soon. This is the bill which official Washington expects Congress to pass solving the present railroad problem.

The bill, as reported to the Senate Sept. 2, provides for a return of the roads to private ownership on the last day of the month of enactment. The Interstate Commerce Commission, with greatly increased power, will be the supreme body over railroad affairs. Rates, wages, operation and finance will be controlled virtually by the government. Strikes and lockouts of employees will be prohibited under fine and imprisonment penalties. Various committees will be provided, including a committee on wages and working conditions, composed of four representatives of the companies and four of the employees. The bill provides also for the creation of a new transportation board of five members appointed by the President, which will supervise all development and operation. Another feature of the bill is the plan for a later establishment of 20 to 35 regional rail systems.

PASSAGE by the Senate on Sept. 9 of the Edge bill, providing for formation of corporations under direction of the Federal Reserve Board for financing export trade, had an immediate and beneficial effect on foreign exchange quotations.



## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 74018 passed thru Rock Creek, Kan., Sept. 8, leaking wheat on both sides of the door, between door post and siding; bad leak.—H. D. Harding.

N. H. & H. 72766 passed thru Three Rivers, Mich., Sept. 6, bulging, and leaking grain near the door.—G. F. Barnes.

C. & N. W. 54380 passed thru Dwight, Ill., Sept. 6, leaking wheat under corner of grain door. Were unable to repair.—R. A. McClelland, Boston & McClelland.

Wabash 71749 passed thru Lippincott, O., Sept. 5, leaking oats near end.—Bliss F. Russell, Outram & Russell.

T. & N. O. 39061 was in a small wreck near Mercer, Mo., Sept. 5. The car contained wheat, originated at Tyrone, Okla., billed to Minneapolis. It was badly smashed up and fully half of the wheat was spilled, being scattered along the right of way for about 3½ miles. The wheat was salvaged by the railroad company, and loaded into another car. It was very dirty, mixed with ballast, stones and dirt.—A. A. Alley, A. A. Alley Grain Co., Mercer, Mo.

M. & St. L. 11276, wrecked near Mercer, Mo., Sept. 5. Originated at Mullinville, Kan., billed to Minneapolis. Car contained wheat and was badly splintered. Quite a lot of the wheat was lost, probably 100 to 200 bus., and was salvaged by the railroad company, together with a goodly portion of stones, dirt and ballast.—A. A. Alley, A. A. Alley Grain Co., Mercer, Mo.

Wymore, Neb.—Three cars loaded with wheat were badly smashed in the yards here when passenger train No. 15 crashed head-on into them, Sept. 5.

C. C. C. & St. L. 52956 passed thru La Fayette, Ind., Sept. 4, leaking barley badly at the door.—La Fayette Corn Flour Mills, D. O. Green.

C. St. P. M. & O. 15032 passed thru Central City, Neb., Sept. 3, leaking at draw bar.—Wm. Palmateer, agt., T. B. Hord Grain Co.

N. P. 49447 passed thru Central City, Neb., Sept. 3, leaking wheat. Advised conductor, but no repairs were made.—Wm. Palmateer, agt., T. B. Hord Grain Co.

N. P. 40106 passed thru Central City, Neb., Sept. 3, leaking wheat.—Wm. Palmateer, agt., T. B. Hord Grain Co.

B. & M. 64624 passed thru Jefferson, Ia., Sept. 2, leaking wheat at one end of the car.—D. Milligan Co.

St. L. & S. F. 32210 was leaking wheat at the side while being switched, Aug. 31, in the yards near the Reno and Larabee mills at Hutchinson, Kan.—Cal.

Pennsylvania 52644 passed thru Metcalf, Ill., Aug. 30, leaking wheat at door.—Ira A. Kidwell, mgr., Farmers Elvtr. Co.

Southern 152725 passed thru Scotland, S. D., Aug. 29, leaking oats slightly at the side.—F. L. Wheeler.

M. P. 28087 passed thru Bucyrus, Kan., Aug. 29, leaking wheat on side of car near the end. Leak was patched by Frank Laskie.—Bucyrus Farmers Co-operative Ass'n.

N. Y. C. 211183 passed thru Mayview, Mo., Aug. 27, leaking wheat at door post.—W. O. Kueck, mgr., Mayview Farmers Ass'n.

N. W. 7072 set out at Scotland, S. D., Aug. 27, with side badly broken out. Grain was strung all along the track.—F. L. Wheeler.

L. V. 86077 passed thru Pershing, Ind., Aug. 26, leaking wheat on side of car.—Frank McKee.

N. Y. C. 32558 passed thru Park River, N. D., Aug. 26, leaking wheat under the side door.—T. A. Hansen, agt., Cargill Elvtr. Co.

M. & O. 17956 passed thru Shadeland, Ind., Aug. 26, leaking wheat or rye over, thru or under grain door.—W. F. Noble.

C. M. & St. P. 502564 passed thru Shadeland, Ind., Aug. 26, leaking wheat or rye thru loose siding about half way between door and front end. No chance to repair as train was running very fast.—W. F. Noble.

S. P. 81526 set out at Morley, Ia., Aug. 20, in a condition so bad that the oats it contained had to be transferred to another car August 22.—Harry Miller.

Frisco 36515 passed thru Hamlet, N. D., Aug. 7, leaking wheat at the rate of about 20 bus. per hour. I notified the train crew. They notified me it was none of my business.—John Kniesel.

C. & B. & Q. 97233 passed thru Laclede, Mo., Aug. 21, leaking wheat or rye.—W. E. Shell, mgr., O. A. Talbott & Co.

Southern 135889 passed thru Ceresco, Neb., Aug. 23, leaking wheat freely thru the floor. Notified train crew.—Gus Brugger, agt., the Latta Grain Co.

N. Y. C. 161556 passed thru Central City, Neb., Aug. 22, leaking grain at the door.—T. B. King, treas., T. B. Hord Grain Co.

A. T. & S. F. 22698 passed thru Adams, Minn., Aug. 22, leaking corn at draw bar.—J. P. Schissel.

A. T. & S. F. 46074, side-tracked at Garnett, Kan., Aug. 21, leaking wheat at side of car over bolster.—John McClune.

Pennsylvania 55167 passed thru Hendley, Neb., Aug. 18, leaking wheat at door post.—G. W. Query, mgr., Farmers Business Ass'n.

Erie 68765 was in the yards at Jamesport, Mo., Aug. 9, leaking wheat at the end of the car.—M. U. Norton.

Omaha 32328 passed thru Cedar Rapids, Ia., Aug. 12, leaking oats badly thru grain door.—J. M. Piper, ass't supt., Corno Mills Co.

I. C. 25132, in Roek Island train, was leaking wheat badly at door, Aug. 13, at Meade, Kan.—W. W. Gibbons, Hooker, Okla.

Frisco 125916 passed thru Laird, Colo., Aug. 14, leaking wheat at door post.—G. H. Burnett, mgr., Farmers Union Co-operative Elvtr. Co.

## The New Wheat Discounts.

To placate growers whose light weight wheats were being bot at a low price based on their poor quality and superabundance on the markets the U. S. Grain Corporation has recently issued an order effective Sept. 2 including the lower grades in the schedule of fixed prices. Hitherto the poor grain had been valued by com'ites on the merits of each sample.

All dealers holding Wheat Director's license

Will be required to pay producers not less than the proper country point reflection of the terminal guaranteed price for No. 1 wheat and with the relation for other grades as follows: No. 2 wheat, 3 cents under No. 1; No. 3 wheat, 3 cents under No. 2; No. 4 wheat, 4 cents under No. 3; No. 5 wheat, 4 cents under No. 4.

For all wheat otherwise conforming to the specifications of No. 5 or better, but deficient in test weight, discount No. 5 price three cents for each one pound deficiency in test.

Wheat grading below No. 5 for reasons other than deficiency in test weight shall be bought on its relative merits.

Smutty wheat to be discounted for 2 cents, for slightly smutty, to larger discounts, according to degree of smut.

Mixed wheat will be taken at discounts ranging from 2 to 5 cents, according to quality, in the judgment of each Vice-President.

Mixed wheat and rye grading "mixed grain" will be discounted as follows: Estimate the average value of the wheat and rye separately at their proper value and in their proper proportion (figuring the rye at 60 lbs. per bu.). make allowance for dockage or other inseparable foreign material, and make such deduction as seems justified, but not less than 5 cents per bushel as a penalty for the mixture.

Garlicky wheat to be discounted 2 cents.

No. 3 under the new rule is one cent higher than formerly. At Chicago, for example, the prices under the new arrangement are as follows:

### CHICAGO BASIS.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
D. H. Winter.....	\$2.28	\$2.25	\$2.22	\$2.18	\$2.14
Hard Winter.....	2.26	2.23	2.20	2.16	2.12
Red Winter.....	2.26	2.23	2.20	2.16	2.12
Yell. H. Winter.....	2.24	2.21	2.18	2.14	2.10
Soft Red.....	2.26	2.23	2.20	2.16	2.12
Dark Nor. Spg.....	2.28	2.25	2.22	2.18	2.14
Nor. Spring.....	2.26	2.23	2.20	2.16	2.12
Red Spring.....	2.21	2.18	2.15	2.11	2.07
Amber Durum.....	2.28	2.25	2.22	2.18	2.14
Durum.....	2.26	2.23	2.20	2.16	2.12
Red Durum.....	2.19	2.16	2.13	2.09	2.05
Red Walla.....	2.19	2.16	2.13	2.09	2.05
Hard White.....	2.26	2.23	2.20	2.16	2.12
Soft White.....	2.24	2.21	2.18	2.14	2.10
White Club.....	2.22	2.19	2.16	2.12	2.08

## James Jenks Dead.

After an illness of two weeks' duration James M. Jenks died Aug. 30 of heart failure at his residence in Chicago.

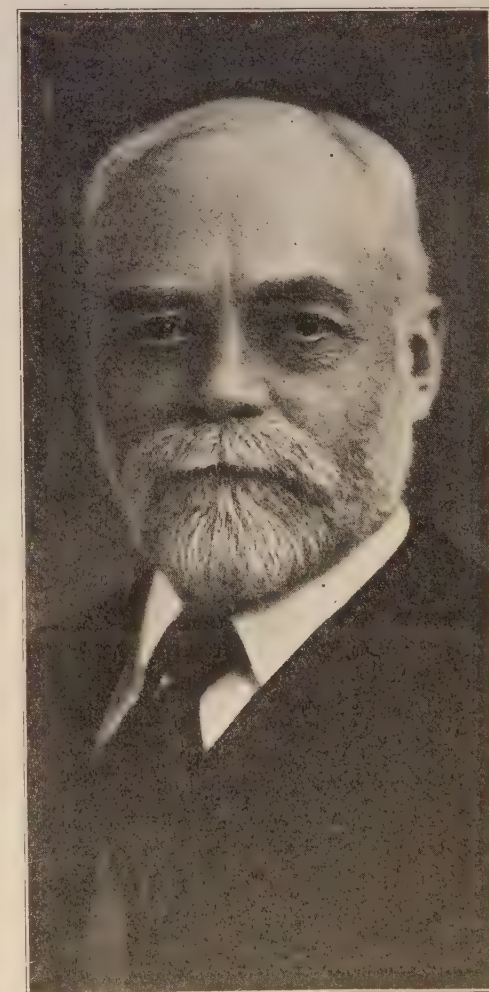
Mr. Jenks began in the grain business at Port Huron, Mich., 35 years ago, and at the time of his death was 69 years of age. In 1890 he removed to Minneapolis and formed the firm of Nye, Jenks & Co. Three years later he organized the Nye & Jenks Grain Co., at Chicago, to which place he removed, and was pres. of the company at the time of his death. Altho he was active in the affairs of the company the business will be continued without interruption.

The remains were interred Sept. 1 at Harbor Beach, Mich., his former home. He is survived by wife and daughter, the latter married to Colonel Isaac Newell of the U. S. Army.

Mr. Jenks was a member of the Milwaukee Chamber of Commerce and Minneapolis Chamber of Commerce, and altho he never held office on the Chicago Board he was one of its most highly esteemed members.

THE DIRECTORS of the Millers Export Ass'n met Sept. 4 at the offices of the Millers National Federation at Chicago. The resignation of Maj. Walter Stern, pres., was not accepted for the time being.

A SATISFACTORY SUBSTITUTE for linseed oil has been found in the region of the Upper Senegal and the Niger. This is a siccative expression from the "benefing" (voa matavy) seed. The yield is low with the present inappropriate technique, only about 7 gallons being secured usually from 1,000 lbs. of seed. The plant is also found in Madagascar, where it has considerable food value for the natives.



James M. Jenks, Chicago, Ill., Deceased.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### A Big Car of Corn.

*Grain Dealers Journal:* On Sept. 4 I saw the A/S for U. P. 135534, 100,000 capacity, shipped to the Quaker Oats Co., Cedar Rapids, Ia., by Wm. Grettenberg Grain Co., Piereson, Ia., and the weight ticket showed car to contain 136,180 lbs. of shelled corn, or a total of 2,431 bus., 44 lbs.—W. W. Sylvester.

### A Full Car Load of Wheat

*Grain Dealers Journal:* A day or two ago we unloaded at our Mississippi Valley Elevator Car 135237 U. P. No. 2 red wheat shipped to us on consignment by C. Fieker, Fayette, Ill. This car, 100,000 capacity, contained 163,200 lbs. of wheat, or 2720 bushels.

So far as we have been able to learn this is the record. Has anyone heard of a heavier load?—Seele Brothers Grain Co., St. Louis, Mo.

### Dakota Farmer Loses by Asking Pay for Dockage.

*Grain Dealers Journal:* All the grain buyers in this state will have to work overtime in order to keep up with the rules on grading, and figure out how much dirt the farmer expects to be paid for. In most cases, however, I have observed that the farmer loses money by asking pay for his dockage. After we take out the charges to which we are entitled, the farmer usually has more to pay us than his dockage is worth.

If the Grain Bulletin could get a few more figures on their card it would look much nicer.—R. W. Schoeneman, Kulm, N. D.

### Light Weight Compartment Triers Impractical.

*Grain Dealers Journal:* I notice on page 161 of the Journal for July 25th you illustrate the use of a 10-compartment grain trier as recommended by the Bureau of Markets. To my own way of thinking that method of drawing samples is not practical because it is too fussy and requires too much time.

When the sampler has a number of cars to sample it is impossible to follow that method, and the general practice of the samplers is to make a quick plunge and get what they go after, and shoot it into a sack, then go on to the next car. They invariably obtain a fair average sample of the car's contents, and I doubt if the general adoption of the method illustrated in the Journal would improve the character of the samples drawn.

A stratified sample showing the quality of the grain at different depths may be desirable in some cases, but the average sampler will not bother with a compartment trier of that character. Most of them want a trier they can drop or throw out of the car on to the frozen ground, and occasionally they will use it to pry open a door. The sampler who is careful no doubt could use a compartment trier if he had plenty of time and a desire to take care of his tool. But the average sampler wants a heavy trier that he can knock about and still have in usable condition. I doubt if the rank and file of the men sampling grain in cars will ever come to use regularly a lightweight compartment trier.—C. R. Baum, Kansas City, Mo.

### Misleading Statements by Politicians.

*Grain Dealers Journal:* I notice an article appearing in the press throughout Idaho, that Commissioner Cannon, in an effort to bring credit on himself, has seen fit to make some erroneous and misleading statements, both in regard to the grain corporation and myself. There seems to be a great deal of stress laid to the fact that the guaranteed basic price is not the maximum price, as if there had ever been any doubt or question on this score. This question arose last June at the Farmers' Union Meeting of the Northwest, at Spokane, Wash., wherein I clearly stated that the price fixed by the President's Proclamation, under the Wheat Control Act, was the minimum guaranteed price that would at all times be available to the farmer, providing he could not get more, and that nothing would please the grain corporation more than to see such good marketing facilities that the grain corporation would not have to buy a single bushel of wheat.

We have tried at all times to work with a spirit of co-operation with the marketing facilities that had always existed and in order to assist in their proper functioning, especially through South Idaho, where freight rates are high in any direction and in many places, inadequate storage facilities, we have worked incessantly during the past two years with the railroad administration, so that there would be an ample car supply to give all stations a free movement and thereby accelerate, as much as possible, the buying competition of the dealers. Furthermore, when the proclamation came out, giving a guarantee to reflect the \$2.00 guarantee basic at Pocatello, Idaho, we put forth our best efforts to bring about the payment of the \$2.00 price at any point through the Inter-Mountain territory. To make this possible, the difference of freight rates had to be absorbed by the grain corporation, and on some of the branch lines it amounted to as much as 10 to 15c per bushel.

Last year, with the largest crop in the history of South Idaho, with a few exceptions, the surplus was practically moved by the first of December and all during the autumn months, with the exception of a week or ten days, there was a liberal car supply available, which in itself was quite a contrast with the years preceding the operation of the grain corporation, when many times farmers were compelled to wait several months for cars, to make shipments, as it was usually along in the spring months before delivery could be made, necessitating the buyer taking into consideration the carrying charges, when making purchases from the farmer. From our past experiences we have found that nothing is so conducive to good country marketing conditions as an ample and adequate car supply, and we felt that by applying our activities in this direction that better and more lasting results would be obtained than by playing the demagogue or swinging the "big stick." During the past two years' operations, we have tabulated the complaints on the fair price basis from the three states, and strange as it may seem, we have received more complaints from the small dealers, farmers' co-operative associations and others, that some of the larger interests were trying to force them out of business by paying prices with which they could not compete, than on complaints from the farmers that they were not getting the fair price for their wheat.

I also notice that recently the commissioner has made another statement that there is being deducted 8c per bushel for local commissions, 7c for war tax, 2.2c per bushel for Portland commission. I will very much appreciate it if he will advise me of any country dealers that are resorting to this unfair practice. The 2.2c per bushel has absolutely nothing to do with any country buying margins and no doubt he is confused with the 1% com-

mission that the grain corporation are charging for direct shipments on which we return full basic price, less 1% commission, or 2.2c per bushel. From all reports at hand, in many instances the farmers are receiving over and above the full basic price, especially for the hard wheat varieties, and in no instances can we find where a margin of over seven or eight cents is being deducted for country handling charges, the usual country buying margins on the soft wheat varieties run from basic price to three or five cents per bushel.

I have neither the time to take from the work, or the inclination to enter into any controversies, but I felt in consideration of the grain corporation and in justice to myself, I should state the facts as they exist and set right any misapprehension that might possibly have been brought about by the unwarranted, garbled and misleading statements, and if we have any shortcomings, we are willing to admit them and not try to cover them up by attacking others.

On the other hand, we are open to receive any suggestions along constructive lines that will help and assist in the marketing and movement of the present crop, so that the farmer can get at least a proper reflection of the guaranteed price, with as much more as is possible for him to get, until the 30th day of May, 1920, and in this work we are ever ready to co-operate with the commissioner, the press, in fact anyone, towards correcting any real wrong that now exists or may later develop.—M. H. Houser, second vice-pres., U. S. Grain Corporation, Portland, Ore.

### Not Enuf Box Cars.

*Grain Dealers Journal:* As predicted we are up against a hard proposition on account of the inability of the Kansas railroads to furnish sufficient box car equipment to take care of the grain tendered. We are advised that approximately 200 loaded cars per day are being moved to Minneapolis and the northwest. Few of these cars are being returned after being made empty.

A great quantity of flour has lately been sold to the Grain Corporation and they have demanded cars to move their purchases to the seaboard for export. When cars reach the seaboard they don't find their way back for weeks, and sometimes months.

While the Railroad Administration has promised to see that cars are furnished to take the place of those used in the carrying of flour, we have little faith in this promise, as there is not sufficient box car equipment in the country to take care of the business.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

### Two Years and a Day Does Not Outlaw Claim on Omaha Road.

*Grain Dealers Journal:* For the benefit of those shippers who have been unfortunate in having their grain claims declined on account of the two year and one day clause in the uniform B/L, we wish to advise that the C., St. P., M. & O. claim office at St. Paul, Minn., has paid our claim 447, their 292981 and our 564, their 298730-H in full, less the shrinkage of 1/8 of 1% as provided for.

Anyone holding declined claims on the above account should immediately take up with Claim Department and urge payment, due to the fact that they have openly paid claims which were far beyond the two year and one day period.

Car Mil59686 shipped May 6th, 1916, from Sioux City, Ia., destined Whittemore, Ia., is covered by our claim No. 447.

M. & O. car 23068 shipped from Laurel, Neb., Sept. 5th, 1916, destined Omaha, Neb., is covered by our 564.

The above information mentioned merely to set out shipping dates and year.—King Elevator Co., Sioux City, Ia.



## Hon. Hikito Many Disappoints.

*Hon. Grain Dealer Journal, Mr. Sir:* I write-type these on machine to inquire & ask if Hon. Journal think he much bright of mind & while he say Hon. Ike N. Berry capture prize to Tripping to Berlin? He should not to win prize; he write multitude of large word like mulberry-bushes but no kanning of kaiser. I pardon myself for impertinencing but respectfully beg to know for why not I win Hon. \$150 after study langwiches of independence-declaring for several or three year. I write of Hon. Kanning in cook-aprons speeches, and not to go hashing in sick-brain words like from book by Hon. Jonah Webster. Mr. Ike N. Berry he not have necessities for tripping to Berlin. He have been scratching together large piles of moneys swapping wheats and oat and corns under govmnt suppreveze. Maybe he still busy filling up with fountain-pen offical forms. In other hands, I need money for transplanting to there where so many of x-officers who cannot polish own boots after war will be to need lady-work for them and I be house-maid by shining & mopping dust. Please, Hon. O Sir, send not immense prize to Hon. Ike but me for so I can be maid in Germany. Hoping he not feel too bad like no use and you too, Hon. Ed. to Journal.—Hikito Kumato.

"In Europe cereals have been substituted to a large extent for meats. Great Britain has increased her bread ration to about 50 per cent, France to about 60 per cent, and Italy to 65 per cent. If we are unwilling to lower our standards of living we must increase our production; there is no other solution.—Alonzo Taylor, chief investigator for Herbert Hoover.

THE PLUMB plan out-Harrimans Harriman in his palmist days! The public does not want to be skinned, but if it must be skinned it will make little difference whether it is by Wall Street or by the methods provided for in the proposed Plumb plan.—Senator Atlee Pomerene.

THE STOCK of wheat in Australia Sept. 1, was 148,000,000 bus., a decrease of 12,000,000 bus. during August.



John E. Botterell, Winnipeg, President Grain Exchange.

## The Grading of Country Purchases.

BY CAL.

When this year's wheat crop began to move from Southwestern farms it developed immediately that much of it would be of inferior quality, and that grading of each parcel correctly would be difficult. As soon as the marketings had been of appreciable volume stories alleging "under grading" by country dealers began to find their way into circulation, first by word of mouth, later by publication in the newspapers. In a short time the allegations had gained more or less official credence and there was investigation and the other things that politicians delight in. It will be recognized at once by every dealer that this is a matter of great importance, and if country grain dealers are making a practice of under grading their purchases surely it is a practice which should be stopped.

But are they following this practice?

In attempting to formulate an answer one must admit that undoubtedly some parcels of grain are not graded high enuf. It would be entirely without the ability of man to grade every wagon load or car lot of grain with absolute accuracy, and since errors are bound to occur it is conceivable that some of them will be upon the side of under grading. These do not happen frequently and the dealer is always ready and willing to correct such mistakes.

THE LAW OF AVERAGES will require that there shall be as many errors of over grading as there are errors of under grading, so that other things being equal instances of misgrading traceable to error should automatically strike a fair balance.

For several reasons all other things are not equal and the law of averages is not permitted to work smoothly. This results in a fact that every grain dealer and farmer knows, and that every newspaper man and politician can know if he will but study the matter a little. This fact can be stated in a very few words, and it is this: That the average country grain dealer in making his purchases from the farmer overgrades grain more frequently than he undergrades it. This applies to all other grains as well as to wheat.

Students of the grain business have long recognized that one of its greatest weaknesses lay in the proneness of the country dealer to place too high a grade on the grain he buys. This means that he deliberately places a handicap upon himself. Many times it is a handicap that he is unable to overcome and a loss results. In every case it is an injustice to the grain dealer's business and to the farmer who produced the grain.

COMPETITION in the grain business has been responsible for much of this fault, and unfamiliarity with grading rules and incompetence upon the part of the buyer account for the remainder of it. The part which competition plays is all too familiar to every one who has had experience in the grain business, and it is the thing that has caused all of us to "take it for a No. 2," when we knew that it should not be graded better than No. 3, just because we thought the other buyer might do the same thing or because we were determined he should not have this particular load.

Unfamiliarity with the grading rules and genuine incompetence are responsible for a large percentage of the grading errors, but it is not possible to estimate just how large this percentage is. No grain buyer is willing to admit that he is incompetent, and not many of us will spend as much time as we should in studying the rules. It is much easier to trust to luck and to hope that we will come out right in the end.

STOP OVERGRADING: It is too much to expect that all will agree with the statement that the average grain dealer overgrades more grain than he undergrades, but it is a fact nevertheless. It is readily susceptible of proof and can be proven by the grain dealer's

own records; and having admitted its truth the next step forward lies in making an effort to stop it. This effort was launched long ago by grain men who saw plainly the trend of things, but success has not been attained nor will it be reached for a long time.

The causes of the trouble are too deeply rooted in human nature to expect it to be corrected immediately. Many grain dealers will not even admit that they actually exist and practically every person outside the trade knows there is no such thing as overgrading and that undergrading is the title of the first lesson in a grain dealer's primer.

The fault of overgrading and the popular misconception regarding undergrading can both be cured in a single stroke by the rigid and exact application of the grading rules to the end that there may exist no doubt about the true grade of a given parcel of grain. This means that every independent dealer, every farmers elevator manager and every line house agent must learn how to apply the rules and that he must be supplied with the equipment necessary to make the application correctly.

It is not meant by this that, simply because the rules state the maximum percentage of moisture allowable in a given grade of grain one must test every wagon load for moisture. On the other hand, the moisture tester need be used only on the doubtful samples and occasionally to prove and correct the buyer's judgment. It would be foolish in a year when every load of grain is dry enuf to grade No. 1 to test them all for moisture. It would be as sensible to make the color determination on a load of corn which contained only one kernel that is not snow white.

The whole matter of grading is dependent upon the exercise of common sense, good business judgment and carefulness. Without these three attributes the most learned man in the world could not become a successful grain dealer.

A TRAVELER from the borders of Poland to Bucharest in the summer of 1919 was compelled to have with him for instant use nine different kinds of currency, all paper and all far from clean—Polish, Czech, Austrian, Italian, Jugo-Slav, Hungarian, two kinds of Roumanian, and French. There was a great loss by exchange, with the rate varying from day to day, as the different governments fluctuated in their political stability or the great powers made or refused to make loans. No currency was good outside of claimed limits except at a discount.

## More National Meeting Speakers.

Altho the program of the 26th Grain Dealers National meeting in St. Louis on Oct. 13, 14 and 15 is still in a tentative form some very brilliant speakers have already consented to appear. In the last number of the Journal some of those who were to speak to the grain men at this meeting were announced, but word has been received that Hon. James P. Goodrich, governor of Indiana and Chas. F. Curtiss, Dean of the Iowa Agricultural College and President of the International Live Stock Exposition wud be on hand to address the meeting.

The subject of Governor Goodrich's speech will be "Reconstruction Problems."

These speakers, together with the ones mentioned in the Journal Aug. 25—Julius H. Barnes, Wheat Director; Hon. David R. Francis, American Ambassador to Russia; Hon. E. E. Clark, Interstate Commerce Commission; J. W. Shorthill, Sec'y of the Nat'l Council of Farmers Cooperative Ass'ns and several others, all go to make up what is predicted to be the largest meeting the National Association has ever held.

Among other speakers will be Hon. Frederick D. Gardner, governor of Missouri who will welcome the guests to the State.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Heaslip, Man., Sept. 8.—The wheat in this locality is yielding about 16 bus. per acre grading 3, 4 and 5 with very little No. 2. Barley is yielding about 25 bus. per acre and winter rye 10 to 16 bus.—C. A. Barnett.

Ottawa, Ont.—The total area under wheat in Canada is now estimated to be 17,282,570 acres, which is 0.4% less than last year. Spring wheat occupies 16,484,820 acres, or 3% less than last year. Fall wheat 797,750 acres, or 91% more than last year's harvested area. The area sown to oats is placed at 14,754,150 acres, or 0.3% less. Barley is 3,017,920 acres, or 4% less; rye, 565,275 acres, 2% more; peas, 213,283 acres, 10% less; mixed grains, 886,650, or 4% less; hay and clover, 10,662,870 acres, or 1% more, and alfalfa, 196,793 acres, or 0.2% more. Buckwheat acreage, 535,225, last year's acreage, 548,007; flax, 1,069,330, last year, 1,068,120; corn for husking, 239,050, last year, 250,000; beans, 166,066 last year, 228,577; corn for fodder, 487,115, last year, 502,069. By percentages, the areas under buckwheat and flax are practically equal to last year; corn for husking 4% less; area under fodder corn 3% less; area under beans 27% less.—R. H. Coats, Dominion Statistician.

### ILLINOIS.

Texas City, Ill., Aug. 27.—We had a light crop of wheat in this section. It did not make over two-thirds of a crop, averaging from 13 to 14 bus. per acre, with straw enough for a 25 bu. average.—W. T. Garner.

Yorkville, Ill., Aug. 28.—Oats are nearly all threshed. There is a fair yield but it is of very light weight. The wheat is all threshed and contains a great deal of blight. The corn crop is looking fair but is not a heavy crop. It will be out of the way of frost by Sept. 15.—Farmers Elvtr. Co., mgr. T. E. Barkley.

Chicago, Ill., Sept. 6.—Weather conditions have favored rapid development in the corn crop and it is ripening rapidly. Some corn has been cut and shocked, and there is a general activity in filling silos. Close estimates in the great corn producing states indicate that there will be an average crop.—American Steel & Wire Co.

Chicago, Ill., Sept. 3.—Reports from our correspondents show an average actual yield of spring wheat of 8.6 bus. per acre, the lowest in some years. This would indicate a total crop of 195,373,000, a loss of 30,000,000 from the August indication. The quality of the wheat is poor. The total wheat crop is 910,000,000 bus., 7,000,000 less than last year. The oats crop is reported at 1,206,551,000 bus., with the average weight much below normal. Corn condition is reported at 77.6, indicating a crop of 2,797,000,000 bus. The present condition is 1½ points above the previous five-year average.—P. S. Goodman, Clement, Curtis & Co.

### IOWA.

Des Moines, Ia., Sept. 2.—During the past week, dry cool weather has prevailed with the temperature at night low in the forties. Light frost was reported in the lowlands near Pocahontas on the morning of August 31. Scattered showers occurred in the southwest and extreme northeast and north portions, but less than half the area of the State received rain. Corn is maturing rapidly but more rain and higher temperature during the last two weeks would have increased the yield. Silo filling is about to begin in many localities. Pastures have failed in many sections due to dry weather; and live stock is being fed green corn fodder and hay. Third crop alfalfa is yielding well and being put up in fine condition. Threshing made good progress. The soil is so dry that fall plowing has been possible only by the use of tractors in most districts this week. Preparation for seeding winter wheat is almost at a standstill due to dry soil, though seeding will begin soon in Scott County. A decided decrease in the acreage seeded is now indicated.—Chas. D. Reed, Meteorologist.

Long Grove, Ia., Sept. 8.—The corn of this community is practically out of danger of the frost. The quality will be of the best, and the yield about the same as last year. The weather is hot and dry and farmers are waiting for the rain to put the ground in shape for plowing for wheat. The wheat acreage will be about 20% less than last year.—E. H. Anschutz, Merchants Elvtr. Co.

### KANSAS.

Seguin, Kan., Sept. 4.—Wheat yielding 3 to 22 bus. per acre, and testing 48 to 61 lbs.—Seguin Grain Co.

Lovewell, Kan., Sept. 4.—The corn crop is poor. We have had no rain since June 12.—Charlie Poole, agt. Kansas Flour Mills Co.

Silver Lake, Kan., Aug. 26.—We had half a crop of wheat and no oats. The corn crop will also be light—about a fourth of a crop. Threshing is finished and nearly all of the wheat is marketed.—Wm. F. Bolin.

Hutchinson, Kan., Sept. 6.—Still no rain has fallen in western Kansas, and little plowing has been done for wheat seeding. The wheat acreage will be much smaller than last year. Kafir, milo and cane continue to hold their own and will produce good to excellent yields. Considerable corn also will be harvested.—Cal.

Topeka, Kan., Aug. 29.—The Kansas crop of 1919 corn may amount to 56,445,000 bus., an average yield of 13.7 bus. per acre. This year's acreage is the smallest since 1881 and the prospective yield, altho larger than last year, is very low. Because of high temperature and dry weather much of the crop is a total failure. The probable average yield of wheat is 13.7 bus. per acre and the prospective aggregate yield is 159,000,000 bus. About one-third of the Kansas crop has been marketed. Reports show that the acreage sown to fall wheat is small.—J. C. Mohler, sec'y State Board of Agriculture.

### MINNESOTA.

Atwater, Minn., Aug. 26.—Wheat will average 10 bus. per acre. We have a good corn crop in sight.—E. W. Swanson, mgr. Farmers Co-operative Elvtr. Co.

Truman, Minn.—Wheat is very poor; oats is a two-thirds yield; flax and corn are good. The corn is practically out of the way of frost.—Truman Farmers Elvtr. Co.

Gonvick, Minn., Sept. 6.—The threshing returns show a 12 to 15 bu. yield of wheat with a quality of No. 3 and lower. Rye is running 15-18 bus.—Farmers Elvtr. Co.

Minneapolis, Minn., Sept. 3.—In our report of August 6, we estimated the wheat crop of Minnesota, North and South Dakota at from 130,000,000 to 140,000,000 bus. Threshing is now practically completed thruout these states, and after making special inquiries, we see no reason for increasing our previous estimate. Very often a crop such as this, is better than at first estimated, but the returns of this crop, however, are disappointing. It is being marketed very slowly, and a large portion will be carried on the farms or in country warehouses, until after the fall plowing. Receipts of barley, oats and rye have been exceptionally light for this time of the year. Many inquiries are being made for feed barley and oats from the West. The late reports on the flax crop are not very encouraging. In eastern North Dakota, parts of Minnesota, and South Dakota, where the crop looked best, yields are lighter than expected. The general average being reported from 5 to 7 bushels to the acre. The corn crop still maintains its fine condition. The weather has been ideal, and a large portion of the crop is now in the shock. Owing to the shortage of the other feed grains, the corn crop is a big factor this year.—The Van Dusen-Harrington Co.

### MONTANA.

Ronan, Mont., Sept. 1.—The month of August has shown no change in the protracted drought which has prevailed since April 1st. The flow of water from the mountains has been at the lowest ebb since records were kept. As a consequence there has not been sufficient irrigation water to supply the demand. However, it is calculated that when all reservoirs along the mountains are completed, that sufficient water can be stored from year to year to supply all demands even tho we should have a repetition of a year such as this. Preference has been given with such water as was available to alfalfa and hay and pasture, and as a result condition of these crops is fair. Threshing operations during the month have been active thruout the valley. While there have been some very fine yields, the turnout as a whole has

been very disappointing. Spring wheat particularly will be short and there will be very little surplus over and above seed requirements; winter wheat will hold pretty close to previous estimates. From present indications there will be between 400,000 and 500,000 bushels threshed, spring wheat less than 200,000.—Stanley Searce.

### NEBRASKA.

Friend, Neb., Aug. 30.—The corn crop of this territory is almost a failure as it will not make over 10 bus. per acre.—W. F. Sheppard.

Rogers, Neb., Sept. 8.—Wheat made from 6 to 18 bus. here; quality of spring wheat poor, winter wheat fair. Oats made a fair crop, 30 to 40 bus. Will have an average crop of corn. Most of it is now out of danger of frost.—L. C. Gerriets, agt., T. B. Hord Grain Co.

### NORTH DAKOTA.

Tower, N. D., Sept. 6.—The average yield of wheat in this section is about 10 bus. per acre.—T. S. Rasmussen.

Barney, N. D., Sept. 8.—Crops here are very poor. Wheat is making from 3 to 9 bus. per acre.—Bailey & Sether Elvtr. Co.

## Government Crop Report.

Washington, D. C., Sept. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimations on the conditions and probable yield of the following crops:

### SPRING WHEAT.

State.	1919.	Sept. 1. 10-yr. ave.	Forecast 1919.*	Final 1918.*
			From Sept. 1. condition.	
Minn. ....	48	79	33,971	78,330
N. D. ....	45	67	53,246	101,010
S. D. ....	50	74	30,368	69,350
Mont. ....	21	80	7,970	17,250
Wash. ....	63	79	23,343	17,065
U. S. ....	48.5	73.9	208,049	358,651

### CORN.

Pa. ....	97	82	71,889	62,400
Va. ....	83	82	48,887	56,000
N. C. ....	80	83	58,769	64,365
Ga. ....	81	86	66,367	68,550
Ohio ....	80	80	155,012	133,200
Ind. ....	77	81	167,247	169,554
Ill. ....	76	77	294,640	351,450
Mich. ....	87	76	61,631	48,300
Wis. ....	95	80	74,347	68,538
Minn. ....	93	84	111,865	110,000
Ia. ....	89	79	409,511	375,624
Mo. ....	70	67	157,139	133,860
S. D. ....	83	82	97,056	108,188
Neb. ....	71	66	172,402	123,086
Kan. ....	47	48	67,562	43,523
Ky. ....	70	80	79,682	93,600
Tenn. ....	74	82	75,473	84,000
Ala. ....	78	81	70,153	67,686
Miss. ....	69	79	61,341	66,300
La. ....	73	79	34,438	29,600
Tex. ....	102	62	201,287	69,000
Okla. ....	71	46	65,774	24,375
Ark. ....	67	74	48,355	35,100
U. S. ....	80.0	73.6	2,857,692	2,582,814

### OATS.

N. Y. ....	62	86	25,432	51,660
Pa. ....	75	88	32,912	47,190
O. ....	76	86	51,745	79,200
Ind. ....	76	83	59,467	85,050
Ill. ....	68	85	125,521	198,352
Mich. ....	58	85	36,169	66,320
Wis. ....	72	87	74,131	110,162
Minn. ....	66	82	89,894	134,562
Ia. ....	79	90	175,920	229,572
Mo. ....	80	78	40,243	44,196
N. D. ....	47	71	42,786	60,512
S. D. ....	74	78	58,911	84,240
Neb. ....	85	74	74,387	56,188
Kan. ....	80	71	53,100	51,238
Tex. ....	100	66	72,912	22,197
Okla. ....	90	64	51,872	33,120
Mont. ....	22	81	7,480	20,400
U. S. ....	73.1	81.8	1,224,815	1,538,359

### BARLEY.

Wis. ....	75	86	14,722	25,383
Minn. ....	67	80	26,493	43,400
Ia. ....	77	86	8,233	11,340
N. D. ....	45	69	20,979	37,281
S. D. ....	73	75	27,287	41,300
Kan. ....	83	58	15,982	6,040
Colo. ....	73	86	4,868	4,928
Ida. ....	62	88	4,114	4,900
Wash. ....	77	83	4,569	2,630
Ore. ....	79	84	4,837	4,450
Cal. ....	81	85	31,151	34,320
U. S. ....	69.2	78.7	195,312	256,375

### FLAX SEED.

Minn. ....	80	80	2,812	3,120
N. D. ....	53	72	4,944	6,864
S. D. ....	80	78	1,281	1,368
Mont. ....	16	74	853	2,844
U. S. ....	50.5	73.5	10,195	14,557

\*In thousands of bushels—i. e., 000 omitted.



Kulm, N. D., Aug. 27.—Wheat runs from 5 to 8 bushels of 46 to 53 lbs.; rye, 8 to 10 bus., 53 to 56 lbs.; durum, 4 to 6 bus., 50 to 51 lbs.; barley, 15 to 18 bus., 42 to 44 lbs. Flax is poor. None has been threshed.—R. W. Schoeneman.

## OHIO.

Waynesfield, O., Aug. 25.—Corn will be a bumper crop in this section of the country.—Waynesfield Grain Co., O. H. Pool.

Columbus, O., Sept. 4.—Ohio has a fine corn crop which is ripening rapidly in the central and southern part. We have had bountiful rain and the farmers are preparing for a large acreage of fall wheat. The soil is in a fine condition.—W. F. Morgan.

## OKLAHOMA.

Oklahoma City, Okla., Sept. 2.—We are having very nice weather, since the recent rains, which has put the ground in good condition for fall plowing in the greater portion of the state.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Chicago, Ill., Sept. 4.—Wheat threshing in Oklahoma is still in progress and our previous estimate of 50,000,000 to 55,000,000 bus. is still correct. Alfalfa cutting is in progress, with a light yield, due to dry weather. The quality, however, is good. In the southern part of the state corn will produce a good yield. In the northern part it will be considerably lighter than anticipated some time ago. There have been scattered local showers thruout the state during the past two weeks and a good general rain on August 29th and 30th was of great benefit to cotton, pastures and feed crops.—S. H. Johnson, freight traffic mgr., Rock Island Lines.

## SOUTH DAKOTA.

Booge, S. D.—This locality has been favored with better weight grain than the general average. The scarcity of cars for shipping is making conditions serious.—Booge Elvtr. Co.

## TEXAS.

Booker, Tex. (La Kemp, Okla.).—Booker is in the heart of a good grain country and the crops of wheat, oats and barley are fine this year.—J. E. Lemon, mgr., Booker Grain Co.

## Coroner's Quest in Port Colborne Explosion.

The inquest by Coroner McKenzie into the cause of the explosion in the grain elevator at Port Colborne, Ont., Aug. 9 thru which 8 men lost their lives, was postponed from Aug. 29 to Sept. 5, and again postponed after a day's testimony had been taken, to Sept. 10.

T. S. Harvey, mechanical superintendent of the elevator said that while dust fans were in operation at the time, the leads to the various lofts were closed. The only lead open was to the scales. He never had the leads open in taking in grain, except by special sides. He said that had the leads been open 50 to 60 per cent of the dust from the grain would have been taken away, thus very materially lessening the danger of explosion. "The grain we were receiving that day was from Chicago, and was pretty dusty. American grain is usually much more dusty than our Canadian wheat. The orders against fanning dust from grain emanated from the desire on the part of shippers to avoid loss in weight."

Harvey's theory of the cause of the explosion was dust swimming in the air, which sparks from a burning motor ignited. He said that during the noon hour the machinery of the elevator was all shut down and the explosion took place soon after resuming at one o'clock.

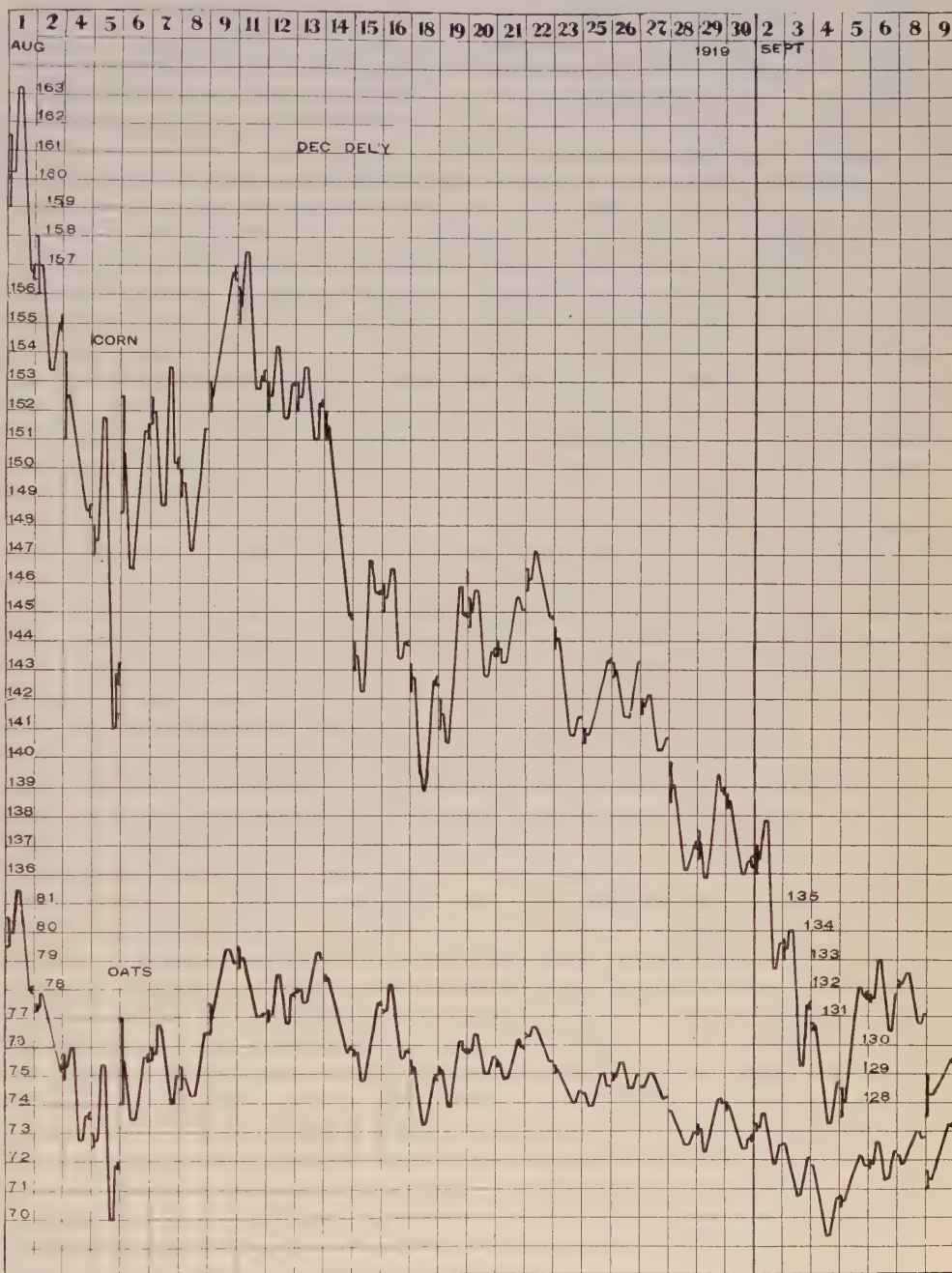
Cross-questioned regarding fanning dust out of grain, Harvey said it was an understood thing that they did not blow the grain.

John Upper, an electrician employed in the elevator, and Howard Armstrong, a young man employed as helper on the distributing floor, testified that Upper examined a defective electric motor, found fire in it, and threw two pails of water on it. This was before the elevator closed down at noon. Armstrong, who had assisted Upper, on the orders of J. P. Hanhan, afterwards killed, went to lunch at noon and returning at one was told by Hanhan there was still smoke reported coming from the motor. He asked Armstrong if any-

one had stayed with the motor. Armstrong told him Upper had stayed. Hanhan told Armstrong to go up again and investigate. Armstrong found a smoldering fire under the stand on which the motor stood. Two empty pails stood beside it. Hanhan then told Armstrong to go down stairs and get a squirt gun, and while Armstrong was down getting it the explosion occurred.

DEPENDABLE NEWSPAPERS in the greatest grain-producing region of France are calling attention to the waste of bread and wheat that is now going on. At present, fowls, cattle and horses are said to be fed on bread in preference to oats, barley and rye, and France is predicted to be without corn in April, May and June next year if such wastes are continued.

## Opening, High, Low and Close at Chicago Since Aug. 1.



## Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

	DECEMBER OATS.									
	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.
Chicago	74 1/2	74 1/2	72 3/4	74	72 3/4	72 3/4	72	70 3/4	71 3/4	72 3/4
Minneapolis*	68 1/2	67 1/2	66 1/2	67 1/2	66 1/2	65 1/2	65	63 1/2	65 1/2	66 1/2
St. Louis	76 1/2	76 1/2	74 1/2	75 1/2	74 1/2	73 1/2	71 1/2	69 1/2	70 1/2	71 1/2
Kansas City	73 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	69 1/2	70 1/2	71 1/2
Milwaukee	74 1/2	74 1/2	73	73 1/2	72 1/2	72 1/2	72	70 1/2	71 1/2	72 1/2
Winnipeg	81 1/2	81 1/2	79 1/2	80 1/2	79 1/2	79 1/2	78 1/2	77	78 1/2	79 1/2
	DECEMBER CORN.									
Chicago	141 1/2	140 1/2	136 1/2	138 1/2	136 1/2	133 1/2	131 1/2	128 1/2	131 1/2	131 1/2
St. Louis	142 1/2	141 1/2	138	140 1/2	137 1/2	134 1/2	133	130 1/2	133 1/2	132 1/2
Kansas City	141 1/2	140 1/2	136 1/2	138 1/2	136 1/2	133 1/2	131 1/2	128 1/2	131 1/2	131 1/2
Milwaukee	141 1/2	139 1/2	137	138 1/2	136 1/2	133 1/2	131 1/2	128 1/2	131 1/2	131 1/2
Winnipeg	141 1/2	139 1/2	137	138 1/2	136 1/2	133 1/2	131 1/2	128 1/2	131 1/2	131 1/2

\*September delivery to Sept. 9.



## Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, as compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	6,533,861	5,132,438	4,257,251	2,439,827
Chicago	21,413,000	27,250,000	14,827,000	17,429,000
Cincinnati	1,617,200	1,487,800	907,300	453,650
Fort William	1,276,971	326,657	1,621,426	589,404
Indianapolis	2,247,500	2,738,750	1,812,500	892,500
Minneapolis	13,658,220	14,907,730	1,797,990	1,307,450
Kansas City	18,916,200	16,187,850	7,595,100	7,595,100
Omaha	5,588,400	4,659,600	2,846,400	2,598,000
Galveston	.....	.....	2,110,892	140,453
Little Rock	48,000	6,000	14,000	.....
Philadelphia	5,188,540	.....	3,140,696	.....
St. Louis	9,402,432	13,914,313	6,013,900	5,440,710
Toledo	1,671,800	1,617,700	334,700	244,800
Wichita	4,219,200	3,854,000	2,875,600	1,776,000
Winnipeg	3,671,023	311,150	.....	.....
Duluth	267,688	275,774	167,721	.....
New Orleans	9,335,900	.....	3,678,967	.....
	.....	.....	2,160,332	2,218,917

## Corn Movement in August.

Receipts and shipments of corn at the various markets during August, compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	255,974	342,482	.....	5,618
Chicago	3,296,000	5,254,000	1,910,000	2,728,000
Cincinnati	150,700	168,300	58,300	225,500
Minneapolis	317,650	634,160	146,440	1,769,620
Indianapolis	751,250	1,408,750	488,750	547,500
New Orleans	.....	.....	152,716	81,494
Kansas City	350,250	1,433,750	345,000	1,561,250
Omaha	1,075,000	2,775,400	1,121,400	2,522,800
Philadelphia	113,256	.....	.....	.....
Little Rock	34,000	111,000	8,000	2,000
New York	201,400	.....	14,984	.....
St. Louis	719,213	1,131,602	552,450	720,350
Toledo	46,250	121,400	8,570	51,200
Wichita	4,000	56,000	.....	18,000

## Oats Movement in August.

Receipts and shipments of oats at the various markets during August, compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	347,851	312,888	919,515	661,557
Chicago	12,318,000	22,765,000	8,321,000	9,360,000
Cincinnati	425,600	740,800	108,800	259,200
Fort William	1,136,882	282,118	2,233,980	1,657,587
Indianapolis	1,796,400	2,604,600	1,342,800	756,000
Minneapolis	2,821,360	3,807,940	1,806,310	1,769,620
Kansas City	1,196,800	2,774,400	537,000	892,500
Omaha	1,068,000	2,504,000	976,000	1,394,000
Philadelphia	813,287	.....	749,811	.....
Little Rock	190,000	235,000	162,000	80,000
New Orleans	.....	.....	500,265	4,014,820
St. Louis	2,399,000	3,106,505	1,427,850	2,810,970
Toledo	500,300	2,585,200	374,980	1,025,450
Wichita	12,000	38,000	8,700	21,000
Winnipeg	1,103,700	131,900	.....	.....
Duluth	234,410	32,572	94,685	10,141
New York	2,639,900	.....	2,359,271	.....

## Rye Movement in August.

Receipts and shipments of rye at the various markets during August, compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	40,150	37,775	146,756	84,874
Chicago	783,000	694,000	45,000	420,000
Cincinnati	58,300	48,400	14,300	28,600
Fort William	55,166	219	25,873	783
Indianapolis	76,250	171,250	43,750	36,250
Minneapolis	1,103,700	991,870	339,440	218,300
Kansas City	73,700	38,500	14,300	12,100
Omaha	152,000	35,200	155,500	23,100
New Orleans	.....	.....	.....	1,082
New York	1,250	.....	278,166	.....
St. Louis	62,903	53,336	40,010	13,190
Toledo	240,000	70,800	21,205	27,500
Winnipeg	132,000	2,000	.....	.....
Duluth	882,439	1,561	590,000	.....

## Barley Movement in August.

Receipts and shipments of barley at the various markets during August, compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	263,738	.....	795,728	63,971
Chicago	1,324,000	1,365,000	972,000	130,000
Cincinnati	41,250	.....	.....	.....
Fort William	721,637	40,235	1,855,023	140,764
Indianapolis	11,250	.....	1,250	.....
Minneapolis	2,372,970	2,460,430	2,226,650	496,030
Kansas City	241,500	3,000	42,900	37,700
Omaha	118,800	115,290	142,200	46,800
Galveston	.....	.....	140,000	.....
New Orleans	.....	.....	2,622,466	121,673
St. Louis	107,200	48,025	9,710	4,560
Toledo	9,000	.....	.....	.....
New York	785,200	.....	1,135,967	.....
Winnipeg	444,600	4,000	.....	.....
Duluth	757,376	3,593	881,063	13,223

## Coming Conventions.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## ILLINOIS.

Chicago, Ill., Sept. 10.—Issuance of permits to ship barley from terminal markets were refused today. Shipments of grain from country stations are being accepted by western railroads as offered.

Chicago, Ill., Sept. 3.—John F. Barrett, of E. Lowitz & Co., sold a car of Argentine corn to Frank Marshall, a local grain shipper. It was of sample grade, being rather weevily and brot \$1.72 per bu. This is the first car of Argentine corn sold on the Chicago market for many years.

Chicago, Ill.—In order to alleviate congestion and so that grain may be shipped by lake to Buffalo, the U. S. Grain Corporation will ship 2,000,000 bus. of wheat from Kansas City to Milwaukee. A large shipment will be made from Omaha to Chicago, and 6,000,000 bus. will be brought from St. Louis. Altogether, 10,000,000 bus. of wheat will soon be moved to Chicago and Milwaukee.

## KANSAS.

Lovewell, Kan., Sept. 4.—Wheat is about all threshed and marketed.—Charlie Poole, agt. Kansas Flour Mills Co.

Seguin, Kan., Sept. 4.—Very little wheat moved here, but expect a larger movement within the next week.—Seguin Grain Co.

Canton, Kan., Aug. 25.—The bulk of the threshing is completed in this locality. There is a shortage of cars here.—Farmers Grain & Supply Co., A. J. Miller, mgr.

Hutchinson, Kan., Sept. 6.—The movement of wheat to country elevators in Kansas is practically nil because all of the elevators are filled; movement from country elevators to terminal markets is just about the same because there are no cars in which to load the grain. Complaints of "no cars in a week" are frequent, and occasionally a dealer is heard to remark that his house has been filled, the doors closed, and nothing taken in for as long a period as 3 weeks. Millers are seldom able to get cars

Exports of Grain Weekly.  
Bus., 000 Omitted.

	Wheat		Corn		Oats	
	'18-19.	'17-18.	'18-19.	'17-18.	'18-19.	'17-18.
Jan. 4.....	3,600	2,191	61	177	2,198	1,966
Jan. 11.....	4,404	1,805	104	1	3,206	2,134
Jan. 18.....	5,013	2,109	119	175	3,100	1,728
Jan. 25.....	3,661	1,683	113	37	3,155	795
Feb. 1.....	1,894	1,568	28	10	558	1,705
Feb. 8.....	2,947	1,037	418	514	840	1,605
Feb. 15.....	5,684	950	120	353	1,315	1,350
Feb. 22.....	3,209	675	37	108	1,298	1,495
Mar. 1.....	3,914	1,232	119	93	351	1,812
Mar. 8.....	1,543	1,172	59	...	1,261	968
Mar. 15.....	2,152	844	17	891	479	1,706
Mar. 22.....	3,840	855	253	1,036	1,022	2,410
Mar. 29.....	6,278	1,157	11	1,421	741	1,305
Apr. 5.....	5,172	1,251	132	1,218	176	1,065
Apr. 12.....	5,765	994	37	2,109	634	3,364
Apr. 19.....	6,326	910	24	547	357	3,327
Apr. 26.....	7,401	1,278	62	955	487	3,551
May 3.....	5,865	719	53	705	778	2,750
May 10.....	7,512	1,450	113	1,493	937	3,430
May 17.....	7,984	1,027	57	1,490	929	3,379
May 24.....	4,144	588	146	1,122	1,816	2,944
May 31.....	4,228	493	170	1,469	214	2,340
June 7.....	7,824	320	267	2,279	898	1,122
June 14.....	6,079	435	83	1,221	2,006	2,784
June 21.....	5,945	340	112	1,566	2,241	3,226
June 28.....	3,537	324	120	937	1,846	1,573
July 5.....	1,504	539	20	910	693	2,125
July 12.....	3,851	282	23	731	1,617	1,841
July 19.....	3,393	144	93	571	757	2,482
July 26.....	1,112	413	45	103	1,142	2,581
Aug. 2.....	3,067	543	9	219	2,319	2,614
Aug. 9.....	3,651	1,419	74	182	891	1,656
Aug. 16.....	2,620	1,809	44	673	1,684	1,437
Aug. 23.....	4,445	3,501	67	135	2,141	1,438
Aug. 30.....	6,072	2,938	264	253	1,576	1,027
Sept. 6.....	3,848	3,452	118	153	1,474	1,125

Total since July 1, '18 231,138 139,040 10,176 36,094 108,813 146,369

for flour shipments except by unloading wheat cars, and it is not uncommon to hear a miller say that he is buying a car of wheat solely to get the car. This condition is working a real hardship, for while undoubtedly it is well to keep the grain back in the country the fact that farmers cannot sell their surplus makes it impossible for them to pay their bills.—Cal.

## MINNESOTA.

Truman, Minn.—The movement of new crops from the machines doing shock threshing, is quite heavy.—Truman Farmers Elvtr. Co.

## MISSOURI.

Houstonia, Mo., Sept. 8.—Lots of wheat but we can get no cars to move it.—Houstonia Elvtr. Co., E. L. Rice, prop.

Concordia, Mo.—We are up against it. Our elvtr. is full to the top and we have no cars to move the grain. We have about 15,000 sacks out, waiting for us to get cars so that they can move it in.—J. S. Klingenberg.

## NEBRASKA.

Tulia, Neb., Sept. 6.—The enormous grain crop in this territory has made it hard for us to take care of the wheat crop. The maize crop will be on the market in about six weeks.—Farmers Grain Co., E. N. Nobbs, mgr.

## NEW YORK.

New York, N. Y., Sept. 3.—The wheat receipts, in the entire United States, from farms, for the week ending Aug. 22 were 43,322,000 bus. against 30,030,000 for the corresponding week a year ago; for the previous week, 42,349,000 bus. against 30,093,000 bus. for the corresponding week in 1918. From June 27 to Aug. 22, the receipts were 289,048,000 bus. against 243,781,000 bus. for the same period a year ago. The total stock of wheat in all elvtrs. and mills is 189,353,000 bus.; against 142,963,000 bus. a year ago.—United States Grain Corporation.

## OHIO.

Columbus, O., Sept. 4.—Wheat is moving very slow because of the shortage of cars. The elvtrs. are full.—W. F. Morgan.

## OKLAHOMA.

Erick, Okla., Aug. 28.—Cars are scarce and the elevators are full. The wheat is about half moved.—Home Elvtr. Co.

Chickasha, Okla., Sept. 8.—We are still threshing wheat. The corn crop is beginning to move.—Kitching Grain Co.

Snyder, Okla.—The grain movement is very slow on account of the scarcity of cars and the permit system. The grain crops are fine here.—Lewis & Wallace.

Oklahoma City, Okla., Sept. 2.—The scarcity of cars is our worst feature because our storage is practically filled to the maximum. We are almost at a stand-still without any assurance of a let-up soon.—C. F. Prouty.

## TEXAS.

Lockney, Tex., Sept. 5.—Wheat movement has been very heavy here for the last 45 days, but is considerably lighter now because of the congestion of cars. Half of the present crop in this vicinity is still on the farms. There is a large maize crop now awaiting cars, and no relief in sight.—Floyd County Elvtr. Co.

L. F. GATES, representing the Chicago Board of Trade, and heads of Indiana and New York packing companies have protested against the packing control legislation now before the senate com'te on agriculture.

St. Louis Com'tes G. D. N. A.  
Meeting.

The committees of the St. Louis Merchants' Exchange for the Twenty-third Annual Convention of the Grain Dealers National Ass'n, Planters Hotel, Oct. 13, 14 and 15, 1919, follow:

Executive Committee: Marshall Hall, Chairman; E. C. Andrews, Chas. L. Niemeier, Roger P. Annan, Aderton Samuel.

Entertainment Com'te: Aderton Samuel, Chairman; John O. Ballard, George F. Powell.

Speakers Com'te: Chas. L. Niemeier, Chairman; Fred'k B. Chamberlain, Joseph T. Newell, Eugene Smith, Wm. J. Niergarth.

Finance Com'te: Roger P. Annan, Chairman; Fred. W. Seele, J. H. Watson, Julius J. Albrecht, Logan M. Baxter.



## President of Chicago Board Addresses Senate Com'te.

Leslie F. Gates, pres., of the Chicago Board of Trade, presented his opinion last week at Washington in the hearing on the Kenyon-Kendricks bills to license and control the "big packers."

Mr. Gates' statements in part were as follows:

On the theory, for which there is good authority, that our Government is one of law rather than of bureaus or commissions or executive departments, it is reasonable to think that our citizens may expect definite, specific legislation; legislation such that they may adjust themselves; legislation for which they may have respect. And I think that the people of the country generally have a desire to have respect for law; and there is a general disposition to obey the law.

How, then, gentlemen of the Committee, may a citizen respect the law, under these conditions? To illustrate, I will speak of one of the executive departments, or bureaus, which is remarkably efficient, comparatively speaking. That is the Internal Revenue Department. There was a Revenue Law enacted, a part of which became effective on the first of last April. That law empowered the Commissioner of Internal Revenue to make certain rules and regulations in regard to the interpretation of that law. Certain parts of that law affect our business. We have been working for five months under that law, and the regulations in regard thereto have not as yet been issued. And when they are issued they will be retroactive. Until those regulations are published we will not know just what is required of us. Of course we are disposed to obey that law, but we do not know what the law is. We do not know whether we are living in accordance with the law or not.

This habit, or this policy, which seems to be becoming a habit, of legislating blanket authority, seems to be a hold-over from war conditions. It was objected to upon theory at the time, but the people of the country submitted to such laws and worked under them; in fact, did not make serious objection thereto, because they and we felt that it was only temporary and to meet extraordinary conditions. Under that sort of control authority that was not specifically given was assumed, if there was any desire to use such authority. We have had considerable experience, we of the grain business, of the Chicago Board of Trade, with Government control. While of course that control has been taken off as far as almost everything is concerned, we of the grain business are still working under that control. And there is a daily policing of trades in accordance with the request of the Food Administration.

Now, gentlemen of the Committee, we thought, and I think we had good reason for that thought, that the licensing system and this sort of control was exceptional in time of peace. And the reason for thinking so was that there was a case some years ago that came up from California where they tried to control the Chinese laundries through a licensing system. I would like to read, if I may, a quotation from the decision of the Supreme Court of the United States, rendered at that time. It is the Yick Wo case:

"When we consider the nature and the theory of our institutions of government, the principles upon which they are supposed to rest, and review the history of their development, we are constrained to conclude that they do not mean to leave room for the play and action of purely personal and arbitrary power. Sovereignty itself is of course, not subject to law, for it is the author and source of law; but in our system, while sovereign powers are delegated to the agencies of government, sovereignty itself remains with the people, by whom and for whom all government exists and acts. And the law is the definition and limitation of power. It is, indeed, quite true, that there must always be lodged somewhere and in some person or body, the authority of final decision, and in many cases of mere administration the responsibility is purely political, no appeal lying except to the ultimate tribunal of the public judgment, exercised either in the pressure of opinion or by means of the suffrage. But the fundamental rights of life, liberty, and the pursuit of happiness, considered as individual possessions, are secured by those maxims of constitutional law which are the monuments showing the victorious progress of the race in securing to men the blessings of civilization under the reign of just and equal laws; so that, in the famous language of the Massachusetts Bill of Rights, the government of the commonwealth 'may be a government of laws and not of men.' For, the very idea that one man may be compelled to hold his life, or the means of living, or any material right essential to the enjoyment of life, at the mere will of another seems to be intolerable in any country where freedom prevails, as being the essence of slavery itself."

That duty to speculate for the country is imposed upon you by the Constitution. If you devote your best efforts to it seriously, and

make your speculation the result of your experiences and such forecasts as you can make, then it is likely to be wise speculation. If you treat it as a game, then it does not deserve the name of speculation; it may be unwise or not. But there is no form of so-called speculation which would be so unwise as to give a discretionary order to an unknown agent, and that is what this bill proposes to do.

## Canadian Wheat Control.

Altho of comparatively recent creation the Canadian Wheat Board already has exceeded the U. S. Grain Corporation in the number and variety of its regulations.

Regulation No. 1 provides for the organization of the Board, and comprises 14 paragraphs, adopted Aug. 14; while the latest regulation No. 34 issued Sept. 8 provides that all wheat shall be handled thru the ordinary channels of trade, and that licensed commission merchants shall be entitled to charge 1 cent a bushel. This is hardly sufficient to pay the cost of doing business and compares with the 1 per cent or 2.2 cents per bu. allowed by the U. S. Grain Corporation. It is already being made the subject of a protest by the grain receivers.

Regulation No. 2 provides that no one but those licensed may handle wheat.

Regulation No. 3 provides for the issuance of "Participation Certificates" as follows:

This certificate is registered with the Board when endorsed or purporting to be endorsed by the producer shall on being surrendered to the Board after Oct. 31, 1920, or such later date as the Board may fix, and before Dec. 31, 1920, entitle the persons surrendering it to participate in and receive from the Board a pro rata share (based upon said number of bushels) with all others holding Participation Certificates registered with the Board in cash balance, remaining in the hands of the Board in payment for all wheat delivered to and sold by the Board after deducting from such moneys all moneys disbursed by or on behalf of the Board for advances, expenses or otherwise connected with or incident to the operations of the Board, as provided in the Order-in-Council of July 31, 1919.

Unless otherwise rendered by the Board no claim made under or in respect of this certificate will be paid unless such claim is made and this certificate surrendered to the Board on or before Dec. 31.

Regulation No. 4 provides imprisonment or fines of \$100 to \$2,000 for violation of the rules.

Regulation No. 5 provides for cash payments to producers as follows: No. 1 hard, \$2.15; No. 1 Manitoba Northern, \$2.15; No. 2 Manitoba Northern, \$2.12; No. 3 Manitoba Northern, \$2.08; No. 1 Alberta Red Winter, \$2.15; No. 2 Alberta Red Winter, \$2.12; No. 3 Alberta Red Winter, \$2.08. These cash payments are basis in store public terminal elevators at Fort William and Port Arthur; the grades are those provided for in The Canada Grain Act. That on and after Aug. 16, the above cash payments have legal authority, and any deviations from them will be regarded and treated as violations of the Orders and Regulations of The Canadian Wheat Board.

Regulations Nos. 6 and 7 provide prices for basis Vancouver and Montreal. No. 8, No. 9 and No. 10 for street wheat.

No. 11 provides for insurance. No. 12 for a diversion charge payable to shippers of 1 cent on wheat going to mills.

No. 13 provides for the payment to the producer of \$2.02 for No. 4 Special, \$1.91 for No. 5 Special and \$1.81 for No. 6 Special, basis Fort William. No. 14 gives prices for rejected and smutty.

No. 19 provides a carrying charge of one-fifteenth cent per day per bushel on street wheat in unembargoed areas.

No. 22 provides a fobbing charge of ¾ cent per bu. out of private elevators; and that shippers may charge millers 1 cent on car lots. No. 23 fixes the price of wheat to mills.

No. 24 allows one-thirteenth cent per day per bu. carrying charge on wheat in country

elevators embargoed by the Board in Ontario or Quebec after Sept. 1. No. 28 provides for the making of reports by the country elevators.

No. 29 provides that all firms shall file with the Board their street price list.

Shipper to Pay Wheat Board 15 Cents Per Bushel.

No. 33 provides

1. That upon all Canadian wheat exported from Canada there shall be paid by the exporter the sum of fifteen cents per bushel to the Canadian Wheat Board.

2. That on all wheat other than that provided for in Section 1 thereof, sold by, or for, any Licensee of the Board in Canada for domestic use in Canada, there shall be paid to the Board by the Licensee making such sale, the sum of fifteen cents per bushel. This payment is to be in addition to the cash payment directed by other regulations of the Board, which must be made to the person or persons properly entitled thereto. Provided, however, that should any wheat sold for domestic use in Canada, upon which the said fifteen cents per bushel has been paid to the Board, be subsequently sold under permit of the Board, such fifteen cents per bushel shall not be paid in respect of such wheat but in all cases of such resales where it is claimed that the fifteen cents per bushel has already been paid to the Board, there shall be produced to the Board the receipt or receipts given by the Board for the payment of said fifteen cents per bushel on such wheat or such other evidence of such payment as shall be satisfactory to the Board.

3. Weekly reports on forms approved of by the Board from time to time and containing all information called for therein, shall be mailed by every licensee of the Board to the Board within three days after the expiration of the weekly period in respect of which it is made, and such report shall be accompanied by a remittance (made out to and in the name of The Canadian Wheat Board) for the full amount of such fifteen cents per bushel for each bushel of wheat sold as aforesaid, and shown in such statement. Provided, however, that in making such payment each such licensee may take and shall receive credit for fifteen cents per bushel in respect of all wheat upon which such sum has already been paid to the Board, on such licensee sending in to the Board with such report the receipt or receipts of the Board for such payment or other evidence thereof, satisfactory to the Board as provided in paragraph two hereof.

## The Currency Is Inflated.

The governor of the Federal Reserve Bank Board has recently stated that there is no inflation of reserve note currency and that no currency deflation is needed. This is an error. Bankers take trade acceptances and Liberty bonds to the reserve banks and borrow at 4½ per cent per annum, giving the banks unlimited funds to loan merchants and manufacturers. This process has been going on since we entered the war until billions of federal reserve currency is in circulation.

Keen observers declare that this condition is primarily due to the low rate of interest exacted by the federal reserve banks. When current business is so active that money is in good demand at 6 per cent the loaning of funds by federal reserve at less than 5 per cent can only be described as inflation. If the federal reserve would advance its discount rate to 5 and 6 per cent the bubble of inflation would be pricked. This is not an argument for an increase in the rate, as it is more desirable that inflation should die out on its own initiative following an absorption of the government bonds by private investors and a lack of demand for money that would depress interest rates to 4 and 5 per cent commercially. No bank would pay the federal reserve 4½ per cent for money to be loaned at 4 per cent.

A GERMAN NOTE to the reparation commission asks enormous supplies of commodities. The list specifies for the next four months foodstuffs, 60,000 tons; meat, 160,000 tons, cereals 800,000 tons, potatoes not specified, milk 6,000,000 tons, bran 600,000 tons, meat cakes 900,000 tons, barley 850,000 tons, phosphates 2,500,000 tons and in addition very important quantities of miscellaneous supplies.



# Our Country First Conference

More than 500 influential manufacturers, bankers, grain dealers and farmers from 36 states of the Union gathered at the Congress Hotel in Chicago, Sept. 8 and 9 to attend "Our Country First" conference held under the auspices of the Illinois Manufacturers' Ass'n.

Production, Education and Organization were remedies generally accepted for the "National Sickness" we are now going thru. Government ownership and operation of any industry, which can be efficiently conducted by private ownership, was severely condemned. Strict adherence to the original charter, the Constitution of the United States, by the law-makers of the country was demanded. Price fixing was tabooed and for bolshevism the Tank Corps "Treat 'Em Rough" was recommended. Some of the problems discussed were embodied in thirteen resolutions adopted.

There were five sessions held during the two days of the conference. At the morning session on Sept. 8 Dorr E. Felt, Pres. of the Ill. Mfrs. Ass'n, gave the address of welcome. Matthew Mills, Ass't Attorney General for Illinois, welcomed the visitors in behalf of the state of Illinois. S. M. Hastings presided over the meeting. The speaker of the morning was Harry H. Merrick, Pres. of the Mississippi Valley Ass'n and Pres. of the Chicago Ass'n of Commerce. Mr. Merrick vigorously condemned the government operation of railroads and the panaceas offered by soap-box orators. In considering Pres. Wilson's conference soon to be held in Washington he pointed out that the American Federation of Labor totaling 3,000,000 men had been given fifteen representatives out of the total 45 for this important conference, whereas the farmer, with a population of 40,000,000, had been allowed to send just three delegates to the conference. General business, with a population very difficult to estimate, has been given five representatives. "God knows there is no possibility of me getting appointed among those five," said Mr. Merrick. "But if I were, there is no power on earth that could make me serve under such conditions, where I would be gagged, and have my throat cut publicly, and be held up to the public scorn. You cannot get good out of that sort of an organization, because it is not in it. It is not common sense."

The second session was held Monday afternoon the principal speakers being Roland B. Mahany, Ass't Sec'y of Labor, Washington, D. C., J. F. Zoller, General counsel, Nat'l conference of State Manufacturers' Ass'n, the Hon. Samuel R. McKelvie, Governor of Nebraska, and S. T. Bledsoe, General Counsel A. T. & S. F. Ry.

## Open Forum in Evening.

On the evening of the first day an open forum was held, giving everybody, desiring to make known his ideas on the subjects being discussed, an opportunity to talk before the conference. The session was under the direction of W. H. Maness, former Director of War Service Com'te of the War Industries Board. Probably the best and most logically presented short extemporaneous speech of the evening was by A. E. Reynolds, Crawfordsville, Ind., Chairman of the Legislative Com'te of the Grain Dealers Nat'l Ass'n.

On the second day of the conference J. P. Orr, Pres. of the Potter Shoe Co., Cincinnati, talked from the viewpoint of the retailer. He reviewed the history of the shoe business and the problems connected therewith during the war.

T. E. Fleming read a paper on the farmer

situation of Illinois, showing the farmer to be a reasonable thinker, a home-loving and property-loving citizen and one in favor of the original charter handed down from our forefathers.

General L. C. Boyle, Lumber Ass'n, Washington, D. C., was the best speaker of the day. His suggestion was for a "talk strike" recommending that everybody quit talking and get busy. Boycott all who do not go to work. In conclusion Gen. Boyle said: "It is remarkable to me how labor can in one breath DEMAND shorter hours, and increased wages, and in the next breath DEMAND lower cost of living. It is fundamentally wrong."

Thomas Creigh, General Attorney Cudahy Packing Co., Chicago, urged cooperation between producers, retailers, manufacturers and wholesalers.

Charles Piez, Pres. Link Belt Co., Chicago, spoke at the afternoon session previous to the consideration of the resolutions.

Resolution No. 6 printed below was the only resolution that had difficulty in passing the conference. This resolution, encouraging the organization of farmers for the purpose of buying, selling or bargaining collectively, was vigorously opposed by many right-thinking men, and the final standing vote was doubtful.

The following resolutions are the crystallization of the efforts of this conference to do something to relieve the social unrest:

## BACK TO THE CONSTITUTION.

"Our Country First" conference unanimously demands that these United States should forthwith return to the letter and spirit of the constitution.

That great charter of human rights provides that: "No person shall be deprived of life, liberty or property without due process of law; nor shall private property be taken for public use without just compensation."

Our sires were foreigners lured to this country by the inspiration and hope that this was a land where the poor man and his children could acquire, own and control a home or business. The right of private property has made America the greatest among nations; has given to her people a greater number of privately owned and occupied homes, a greater and more equitable distribution of wealth and business enterprises; more happiness and comfort and less of poverty and suffering than any other nation in the world.

Today, at the end of the most awful war the world has ever known, we find our net national wealth larger than that of all Europe combined, the increase in the cost of living less, and wages and opportunities greater than in any other of the leading nations of the world.

It is under such conditions that we condemn the frenzied efforts being made by certain radical elements of society to spread the seeds of bolshevism, of ultra-socialism and other like doctrines among the people, all of which are destructive of the right to own and possess property, a right which has existed since the beginning of civilization, and upon which all of our institutions have had their basis and development.

We earnestly implore our people to consider well this fundamental right, and what its loss would mean to the nation and its hopeful youth.

## DISAPPROVE LICENSING BUSINESS.

The United States has become the leading nation of the world by permitting its citizens in their occupations the largest liberty of action consistent with the rights of others. Our future prosperity depends upon the maintenance of that policy. Whatever their necessity in time of war, government activities affecting business should be reduced to the smallest scope at the earliest moment.

This conference views with disapproval a governmental policy of licensing interstate business which may subject the existence of business to the whims of political boards. The government should refrain from engaging in any business which can be as well or better operated by private enterprise.

Experience has demonstrated that the employment of labor and the furnishing of labor to different localities where it is needed can be best handled through private or state agencies and we oppose any further appropriation on the part of Congress for maintaining the United States Employment Service.

## RETURN RAILROADS TO PRIVATE OWNERS.

We commend the zeal with which committees of Congress are seeking a solution of the transportation problem. The increasing demand for food supplies necessitates the opening of new areas of agricultural production by the extension of transportation systems. Discontinuance of terminal and other railway development has had an important effect upon the general cost of living.

Resumption of railway development will tend to stabilize employment of labor, especially if the country should be afflicted with depression, for experience demonstrates that railway buying always stimulates and sustains employment and general prosperity.

We hail with satisfaction the evident purpose of Congress to reject government ownership of railroads or their management under domination by employees, and to enact instead a law for the prompt re-establishment of private operation.

We favor transportation development as a government policy and urge a law prescribing that rates shall be such as to yield income sufficient to encourage such development.

## AGAINST PRICE FIXING.

Every attempt at price fixing by governments in this or other countries has failed. If experience of the past is any guide, the field is a dangerous one.

While we were at war our people willingly submitted to rules and regulations in the conduct of their private business that were recognized as autocratic and foreign to our institutions in the days of peace.

With the war ended, we record ourselves as opposed to any attempt of the Government to fix prices in trade between its citizens.

The great agricultural interests producing the food supply of the nation, and represented at this conference, not only protest against government price fixing generally, but insist that any price fixing to the consumer that does not first give to the farmer his cost of production and a reasonable profit, is wickedly unjust and violative of his constitutional rights.

The farmer also insists that if price fixing by the government upon food products is engaged in, the price of machines, clothing, automobiles and all other farm necessities should be correspondingly fixed by the Government.

## MAKE FARM INVESTMENT SECURE.

Agriculture is our most important industry. Our national existence depends on surrounding the business of food production and distribution with such conditions that capable men and ample capital shall be attracted to that business in order that the production and economical distribution of an adequate supply of food may be assured for all time to come.

All laws and regulations relating to food production should be based on the fundamental proposition that returns to capital invested in agriculture should be equal to the returns to capital invested in other industry and business, and that prices of farm products should be sufficient to assure production and to pay wages essential to that end.

## FARMERS RIGHT TO BARGAIN COLLECTIVELY.

Resolution VI.—The business of the nation has grown from the individual through the partnership into the corporation. A corporation is but a form of co-operative enterprise and co-operation in industry. Therefore, is much more marked than it is in agriculture. To destroy this element of industry—these factors of growth—would weaken the nation itself.

We believe the time has come when the millions of farmers not only in their own interest, but in the interest of consumers, should have the clearly expressed right by both state and federal laws, to buy, sell and bargain collectively concerning their own products, and we ask for such clarifications of existing statutes that this co-operation will be permitted without fear of prosecution.

Where the only offenses charged have been technical and the purpose intimidation or political effect we deprecate criminal prosecutions directed against farmers and farm organizations over the country.

## PRODUCTIVE EFFICIENCY.

Section 1. Adequate and efficient production is the basis of social well-being and progress for the individual and the community. It is the duty of wage payer, wage earner and the community to exert every reasonable effort for improving and increasing the quantity and quality of production. It is in the public and individual interest to secure productive efficiency through the stimulus of adequate personal reward.

It is essential to recognize that mental effort of management as well as physical labor must be encouraged and properly rewarded and that capital, without which industrial enterprise would be impossible, is equally entitled to receive its adequate compensation, each in accordance with its contributory value.

Sec. 2. Both employers and employees must be free as a matter of right to associate themselves, separately or jointly, in a lawful manner, for lawful purposes. Any employer or employee who does not desire so to associate



must equally be protected in his fundamental individual right to enter a contractual employment relation mutually acceptable and subject to the restrictions of law.

Sec. 3. No voluntary combination of employers, employees or both, organized for common purposes and action in respect to the employment relation should in the public interest be permitted unless it accept legal responsibility for its actions and those of its officers and agents.

Sec. 4. The individual worker and his employer should each be free to cease the individual employment relation, provided no contractual obligation is thereby violated. Nevertheless employee and employer in Government and Public Utility Service, where the public interest is paramount, should be restrained by law from instituting by concerted action a strike or lock-out and instead effective machinery should be established in such service for prompt and fair hearing of any requests, differences or disputes touching upon the employment relation and for adequate redress of any grievances proven to be justified. These provisions should be made a part of the written or implied employment contract in such service.

Sec. 5.—The prevailing high cost of living is the inevitable consequence of such causes as lessened production of necessities of life and decreased productive efficiency, inflation of money, abnormally high wage rates and unduly high prices, continued exercises of war powers by the government and governmental wastefulness of expenditures. Employers and employees, individually and by their duly instituted organizations, should pledge themselves to exert every reasonable effort for the elimination of disturbances tending to interrupt or retard production, and for a speedy return of all industry to a normal basis.

Sec. 6. While efficiency in production is thus required by the Nation's needs this Conference demands that Congress shall repeal all provisions in its appropriation bills such as the so-called Tavenner amendment providing that the appropriations shall not be available for any arsenal or public work wherein efficiency methods are adopted and it demands that all such provisions be eliminated from subsequent legislation.

## RAISE WAR TAX BURDEN.

The Conference recognizes that for many years to come expenses of Government must be larger than they were prior to the war; that larger appropriations will be required for the support of the military and naval establishments, the merchant marine, the air service, and other necessary governmental activities. We recognize that the higher cost of conducting every kind of private business applies in even larger degree to the public business. Taxation is an essential element in the cost of commodities, and therefore adds in considerable degree to the cost of living. Money collected by taxation, whether from private incomes or from business profits, is withdrawn from investment in trade, in public utilities, in railroads, or in other enterprises serving the public welfare, and is merged in the aggregate mass of the Governmental expenditures.

So far as possible all business, agricultural, industrial and commercial, should speedily be freed from the tremendous burden of taxation which was cheerfully borne during the stress of war. As the benefits derived from the winning of the war will be enjoyed by future generations, its cost should be so distributed as to avoid creating an intolerable burden on this generation.

Great economies can be effected by the abolition of governmental agencies created for war purposes, but unnecessary in peace. The Government should set for the people an example of frugality and economy in its expenditures. Congress should speedily adopt a budget system, and limit its expenditures to the sums which are within its carefully considered sources of income.

## STABILIZE FOREIGN EXCHANGE.

As possessors of 52 per cent of the gold reserves of the world, and as a creditor nation, to the extent of nearly ten billion dollars, upon which annual payment of interest will be due us, the world's exchange markets with the United States have been dislocated, so that it costs foreign buyers much more than the equivalent of one hundred cents to buy a dollar's worth of American goods.

Our prosperity has automatically built up against us an obstacle which has the excluding effect of a protective tariff, not of our making. It tends to retard the exportation of foodstuffs and materials for reconstruction, essential to the relief of European countries, and discourages the foreign trade in American goods essential to the employment of our workmen and the prosperity of our industries.

This Conference, therefore, urges upon our Government the need of using its resources for stabilizing rates of exchange, and upon investors the desirability of giving fair and careful consideration to offerings of foreign investments. We urge American business men to encourage reciprocal buying of foreign goods so far as is consistent with the welfare of American trade.

## COMBAT SOCIALISTIC PROPAGANDA.

There is being carried to the school children and college students dangerous un-American teaching inimicable to the Constitution of the United States, through the medium of text books and radical teachers. We therefore condemn such action, and recommend that the delegates urge their respective organizations to oppose most vigorously such propaganda and combat it with counter efforts.

## LEAGUE OF NATIONS.

Resolution XI. This Conference disapproves of the establishment of any department under the League of Nations in the interest of any special class of citizens. We refer specially to Section 20, establishing an International Bureau of Labor and to Part 13 of the Treaty of Peace, enunciating some of the purpose thereof.

## COM'ITE TO WASHINGTON.

The President of the Conference is authorized to appoint a Committee to go to Washington and urge the Resolutions here adopted upon members of Congress and to take such other steps as shall make these Resolutions effective.

## APPRECIATION.

The delegates in attendance at the Conference express to the Illinois Manufacturers' Association and to its able secretary, John M. Glenn, high appreciation of their wisdom in convoking this notable Our Country First Conference and further appreciation of their energy, intelligence and skill in carrying it to a successful conclusion and their unfailing hospitality.

## RESOLUTIONS COMMITTEE.

Charles Piez, Chairman, Link Belt Company, Chicago; D. B. Oviatt, Vice Chairman, Rochester, N. Y.

R. D. Bowen, Agriculture Mississippi Valley Assn., Paris, Texas; Carleton A. Chase, Syracuse Chilled Plow Company, Syracuse, New York; Thomas Creigh, Cudahy Packing Company, American Meat Packers' Association, Chicago; Samuel O. Dunn, Editor, Railway Age, Transportation Bldg., Chicago; G. M. Gillette, Minneapolis Steel and Machinery Company, Minneapolis; C. V. Gregory, Prairie Farmer Publishing Company, Chicago; John A. Harding, Springfield Fire and Marine Insurance Company, Chicago; Alba B. Johnson, President, Railway Business Ass'n., Philadelphia; Alexander Legge, International Harvester Company; E. B. Leigh, Chicago Railway Equipment Company; Hon. R. S. McKelvie, Governor of Nebraska; H. H. Merrick, Chicago Association of Commerce and Great Lakes Trust Company; John J. Mitchell, Illinois Trust Company; Walter S. Russell, National Conference of State Mfrs. Assn., Detroit; Richard H. Rice, President, National Conference of State Mfrs. Ass'n., West Lynn, Mass.; George M. Reynolds, Continental & Commercial National Bank, Chicago; Roger C. Sullivan, Chicago; Henry J. Waters, City Editor, Kansas City Star; Dan Wallace, St. Paul; J. F. Zoller, General Electric Company, Schenectady; Milo D. Campbell, Pres. Natl. Bd. of Farm Organization, Coldwater, Mich.; and Mr. Warren, Pres. Iowa State Mfrs. Ass'n.

THE POLISH MINISTER OF AGRICULTURE has announced that Poland and Posenia will be able to subsist on their own crops. Galicia has not enough for food, and the eastern stretches are practically stripped. Minsk, newly taken from the bolsheviks, must be fed from abroad.

## Italian Grain Prices Fixed by Government.

The Italian government has fixed the price of wheat raised in that country in 1920. Alfred P. Dennis, commercial attache at Rome, outlines the regulations as follows:

A basic price of 80 lire per quintal is established for hard wheat and 70 lire for soft and semi-soft wheat. A premium of 9 to 13.5 lire is added to the basic prices for wheat produced in the southern provinces, Sicily, Sardinia, and other islands, the Provinces liberated from enemy invasion, and on the great plains of Grosseto and Rome.

The relatively high premium for hard wheat is justified by the keen demand for hard wheat in the production of macaroni. The premium on wheat from the islands, southern Provinces, and regions overrun by the enemy is offered to stimulate production and not because the grain is of better quality.

The basic price of 80 lire per quintal works out at the going rate of exchange to \$2.56 per bushel for what we would denominate hard wheat and to \$2.24 per bushel for soft wheat, the named increases noted above for special districts. It will be seen, therefore, that the Government price for wheat ranges from a minimum of \$2.24 per bushel to \$2.66 per bushel.

## Burning of a Montana Elevator.

A tiny locomotive spark is said to have been the cause of the fire that resulted in the ruin pictured in the engraving herewith.

The spark from the engine started a fire in a box car that had just been unloaded, and while the men were at lunch. The flames spread to the elevator before the fire department was notified and the dry cribbing burned like tinder. Three streams of water had little effect.

A dust explosion inside the elevator soon after the fire started, helped to spread the flames. After half an hour the underpinning was gradually consumed and let the half burned structure collapse.

The burned building was located at Billings, Mont., the property of the Occident Elevator Co., of Minneapolis, Minn. The loss is about \$20,000, including several hundred dollars worth of new machinery. Valuable papers, records and \$1,000 in currency in a safe in an office adjoining the elevator were found undamaged after the fire. The Occident Elevator Co. will rebuild with an up-to-date equipment a 22 bin elevator.



Burning of the Elevator of Occident Elevator Co., at Billings, Mont.



# Examiner's Report on Loss of Grain in Transit

Examiner H. C. Wilson has submitted to the Interstate Commerce Commission a tentative report on Docket No. 9009, relating to "Loss of and Damage to Grain in Transit," which is a victory for the shippers, as the Examiner, who had before him two sets of recommended regulations, one prepared by the carriers and the other by the shippers, has seen fit to approve practically the recommendations of the shippers.

In transmitting his report Examiner Wilson says:

## Claims.

The disagreement upon the rules relating particularly to claim investigations and adjustments concerns claims on shipments in so-called clear-record cars, the amount of the reduction to cover invisible loss and waste and the standard claim form. The subject of claims on shipments in clear-record cars is fully discussed in our original report, pages 554-558.

The carriers contend that the absence of any record of loss by leakage or otherwise of grain in transit should be accepted as prima facie evidence that no loss occurred. The shippers propose that the clear record of either the carrier's or the shipper's facilities shall not be interpreted as affecting or changing the burden of proof now lawfully resting upon either party.

The adoption of the carrier's proposed rule would shift the burden of proof and deprive shippers of a legal right which they now have. By the weight of authority the shipper has established a prima facie case when he shows that the reported weight of the grain delivered to the consignee was less than that delivered to and receipted for by the carrier. The burden of rebutting this prima facie evidence of loss rests upon the carrier and the weight that should be given to its clear record necessarily depends upon the accuracy and completeness of the record and all other circumstances affecting the question of loss. It is only one of many factors that may and should be considered and can not fairly be urged as a controlling test in all instances.

The carriers propose a deduction of  $\frac{1}{4}$  of 1 per cent on corn and  $\frac{1}{4}$  of 1 per cent on other grain to cover invisible loss and waste. The rule proposed by the shippers authorizes a deduction of  $\frac{1}{4}$  of 1 per cent on grain of all kinds until the propriety of deducting a different amount has been established by due investigation, or until a different basis has been prescribed by law or fixed by lawful authority. This general question is discussed in our original report, pages 544, 545 and 573. The discussion relating to claims on clear-record cars, pages 554-558, is also pertinent. We found in our original report and in the cases therein cited that a tariff rule authorizing a deduction of  $\frac{1}{4}$  of 1 per cent on corn and  $\frac{1}{4}$  of 1 per cent on other grain was not unreasonable. At the present time, however, a uniform deduction of  $\frac{1}{4}$  of 1 per cent on all grain is required by General Order No. 57-A of the Director General.

Neither the claim form proposed by the shippers nor that proposed by the carriers fully responds to the suggestion in our original report, in which we said, page 572:

"In this form the shipper should be required to certify to the correctness of the facts therein stated, which, among other things, should include detailed information as to the loading weight, the condition of the car, the installation of grain doors and other coopeage and the condition of scales and other equipment used in handling the grain. This, in connection with the record of the car in transit kept by the carrier and the record of the weighing and car condition at destination, would place before the carrier when the claim is filed a statement of the facts necessary to be considered in disposing of the claim."

The shippers maintain, however, that much of this information can be furnished more conveniently in some other form, and it appears that the form proposed by the shippers is better adapted to their needs than the standard form for the presentation of loss and damage claims heretofore approved by the Commission for use in connection with all claims for loss and damage, which the carriers' committee proposes shall be used for the presentation of grain claims.

It is recommended that a copy of this report be served upon the interested parties and that unless objections to the specifications and rules proposed by the shippers' committee are presented within 20 days thereafter and are sustained upon a further review of the record, the report of the shippers' committee be tentatively endorsed by the Commission subject to its right

and duty upon complaint to inquire into the legality or reasonableness of any rule or practice over which it has jurisdiction.

## SHIPPER'S REPORT.

### Section I, Preamble.

It is and shall be understood as a condition precedent to the promulgation or adoption of the following specifications, rules and suggestions that neither carriers nor shippers shall be deemed thereby to have accepted them as being adequate for all purposes in point of fact or law, or be prevented thereafter from adopting such other facilities and practices as they may see fit; that said specifications, rules and suggestions shall not be construed as abridging, modifying or changing the legal rights and liabilities of shippers or carriers; and that neither shippers nor carriers thereby waive or abandon any legal right which they might otherwise have or shall be precluded from or hindered in asserting and maintaining such right as fully and effectually as if these specifications, rules and suggestions had not been promulgated or adopted.

### Section II, Scales.

General application of specifications and rules.

(Omitted.)

#### Section II A

Automatic Scales.

(Omitted.)

#### Section II B

Hopper Scales.

(Omitted.)

#### Section II C

Track Scales.

(Omitted.)

#### Section III

Other Shippers' Facilities.

(Omitted.)

#### Section IV.

Loading and Unloading.

1. Unless otherwise provided by tariff, the shipper should load into the car bulk grain carried at carload rates, and the consignee, owner, or his agent, should unload the car. Loading includes adequate securing of the load in the car and trimming or leveling. Unloading implies the removal of all the grain loaded and includes sweeping the car. (Carriers should decline to accept for transportation shipments which are improperly loaded or which are loaded without proper authority in an unsuitable car.)

### Section V.

Weights and Weighing.

1. How Determined. Accuracy of the weights used in determining the quantity of grain received for transportation by carriers and delivered by them to consignees being of primary and fundamental importance, the use of estimated weights based upon the cubical contents of the load and the test weight per bushel of the grain, or otherwise should be avoided. All shipments should be carefully weighed by competent weighers upon scales that are known to be accurate within the limits of tolerance hereinbefore stated.

2. Inspection of Scales. Before weighing grain to and from cars, the scale and all other facilities to be used should be thoroughly inspected to ascertain whether they are in proper working condition. Necessary adjustments or repairs, if any required, should be made, and an accurate and complete record thereof should be entered at the time of inspection.

3. Shipping Weights. Where the shipper weighs the grain for shipment, he should furnish the carrier certificates of weight showing car initials and number; the kind of grain; the total scale weight; the type and house number of the scale used; the number of drafts and weight of each draft; the date and time of weighing; and the number of grain doors used. This information should be furnished promptly, but forwarding of the car should not be delayed for this record.

4. Destination Weights. Consignee should furnish the carrier with certificates of weight showing the car initials and number; the kind of grain; the total scale weight; the type and house number of the scale used; the number of drafts and weight of each draft, and the date and time of weighing.

### Section VI, Cars.

1. A car is in suitable condition for the reception and safe transportation of bulk grain only when it is grain tight, clean and otherwise fit.

Note: Without attempting to specify all the desirable features of a suitable car for bulk grain loading, the following details have been and are suggested for the consideration of the Master Car Builders' Association. (a) Other and more effective methods for securing the sheathing to car sills than by nailing. (b) Grain strips of heavier design than those used in the older classes of box cars bolted in position in-

stead of nailed. (c) Filling or caulking of cracks or other openings in belt rails and linings to the end that the inside wooden lining will be grain tight. (d) In cars having inside wooden linings vents of sufficient size to permit the free passage of grain lodged behind linings. (e) The construction and securing of the outside doors of box cars in such manner that it will be impossible to open them without breaking the seals. (f) The application of the above-mentioned structural details to all cars hereafter constructed and to cars now in use so far as may be practicable.

2. The carrier's agent should carefully inspect all cars supplied for bulk grain loading and should not tender a car that is in unsuitable condition or that can not be put in suitable condition at the time and place of loading by due care in the use of coopeage materials and by a reasonable amount of cleaning. Shippers should also carefully examine cars tendered to them. (See Section VIII).

Note: A car known to have a shattered or broken door post, a floor or lining showing the presence of oil, creosote, fertilizer, manure, coal or similar substances likely to damage the grain, or known to have other defects which render it unsuitable, should not be tendered for the loading of, or be loaded with, bulk grain.

### Section VII, Coopeage.

1. Grain Doors and Grain Door Lumber. Grain doors or grain door lumber of proper quality and dimensions should be furnished by the carrier to coope side and end doors and other openings of cars used for bulk grain. See notes A, B, C and D, and Section VIII.

2. Loose Boards. When the use of one or more loose boards for the top of the doorway barricade on either side of the car is desired to facilitate inspection and sampling and prevent the wastage of grain, if there are no loose boards available, the shipper may obtain such boards from a made-up grain door, if necessary. See Notes B, C and D, and Section VIII.

3. Accessories. Accessories such as nails, paper, cheese cloth, burlap or similar material for caulking or coopeing cars required to prevent the loss of grain by leakage should be supplied by the carrier. See notes C and D, and Section VIII.

Note A. Temporary grain doors and grain door lumber furnished by carriers should conform with the specifications stated in appendix A or be of equally good quality and utility.

Note B. Carrier's agent at loading station should ascertain the number of temporary sectional grain doors or the number of feet (board measure) of grain door lumber used to coope the car and the approximate weight thereof and note same on the waybill.

Note C. Should the carrier's local supply of grain doors, grain door lumber or coopeage accessories be exhausted and prompt renewal thereof cannot be effected through the usual channels, its local agent should be authorized to purchase a sufficient supply to meet the requirements of such an emergency.

Note D. Shippers or consignees should not damage, destroy, appropriate, use for any illegitimate purpose or use without specific authority from the carrier, a carrier's grain door, grain door lumber or other coopeage material. (See Paragraph II, Sec. VII.)

### Section VIII.

Inspection, Cleaning and Coopeing.

1. Cars should be inspected and cleaned and grain doors and other coopeage should be installed as provided in appendix B, either by the shipper or by the carrier, according as the duty to perform these services is fixed specifically by law, or is determined by lawful custom or agreement.

### Section IX, Sealing Cars.

1. Uniform rules should be adopted and observed by the carriers governing the application, removal and recording of seals.

2. All seals should be plainly and consecutively numbered and so constructed and applied that manipulation without detection is effectively prevented.

3. Cars should be sealed as soon as loading is completed.

### Section X.

In Transit Supervision and Records.

1. Carriers should closely supervise the handling of bulk grain shipments while in their possession, use all necessary precautions to prevent loss and keep an accurate and complete record of losses by leakage or otherwise and of any unusual conditions which might constitute probable cause of loss.

2. Grain inspectors, samplers or other persons authorized to enter cars should use due care to avoid any wastage of grain and should replace effectively any portion of the doorway barricade displaced by them.

3. Whenever possible cars should receive daylight inspection. Terminal grain weighing departments should rigidly inspect outbound as well as inbound cars, and so far as practicable should adopt and observe uniform rules governing the inspection of cars and the recording of defects noted. Records at destination should show the physical condition of the car, and if recorded leaking, should show the location of the leak, the kind of grain leaking, how the leakage was ascertained, and if possible, the approximate extent of the leak.



4. If the shipper, consignee, owner or representative of either ascertains that a car is leaking or that it is otherwise apparently unsuitable to transport the grain without loss, it is suggested that he should immediately so notify the carrier, and, so far as practicable, afford reasonable opportunity for verification.

## Section XI, Claims.

1. Before presenting a claim, shippers should make a careful investigation and assure themselves that the claim as presented is just and lawful. The use of a claim form similar to that shown in Appendix "C" is recommended; the same to be furnished by the shipper. The shipper should furnish the carrier at the proper time with a statement duly certified of the known material facts and the necessary documentary or other evidence in support thereof.

2. Carriers should promptly and fully investigate each claim presented and when their investigation has been completed should promptly pay claims as to which their liability has been established and reject claims as to which liability is denied stating their reasons therefor.

3. In determining whether the claimed loss is due to loss of grain in transit, the error or fraud of shipper or consignee, or other causes, all pertinent and material facts should be investigated and considered.

4. When investigation shows the loss of grain in transit and the carrier's liability therefor, the claim should be adjusted on the basis of the full value of the amount of the ascertained actual loss. See Notes A, B, C. and D.

**Note A.** Until the propriety of deducting a different amount to cover invisible loss and waste has been established by due investigation and agreed upon by duly authorized representatives of the grain trade and the carriers or until a different basis has been prescribed by law or fixed by lawful authority, in computing the amount of the loss for which the carrier should pay there should be deducted from the gross amount of the ascertained loss  $\frac{1}{4}$  of 1 per cent of the established loading weight to cover invisible loss and waste; provided, however, that where grain heats in transit and investigation shows that the invisible loss resulting therefrom exceeded  $\frac{1}{4}$  of 1 per cent or such other amount as may hereafter be fixed in the manner above stated, and that the carrier is not otherwise liable for said loss, than the ascertained actual amount of the invisible loss due to heating of the grain should be conducted.

**Note B.** Where investigation discloses defect in equipment, seal or seal record, or a transfer in transit by the carrier of a carload of bulk grain upon which the unloading weight is less than the loading weight and the shipper furnishes duly attested certificates showing the correctness of the claimed weights, and investigation fails to show that the discrepancy is due to defective scales or other shippers' facilities, or to inaccurate weighing or other error at point of origin or destination, or to fraud, then the resulting claim should be adjusted subject to the deductions authorized in Note A, paragraph 4, Section XI, provided, however, that the clear record of either the carriers' or shippers' facilities shall not be interpreted as affecting or changing the burden of proof now lawfully resting upon either party.

**Note C.** Where cars are transferred in transit because of a trade rule or governmental requirement or because of orders of consignor, consignee, owner or the representative of either, the carrier should not be responsible for any loss at transfer point directly resulting from such transfer.

**Note D.** Where shippers install grain doors and cooper cars, in accordance with the carrier's specifications, they should not be held responsible for loss resulting from defects in the material furnished by the carrier or from inadequacy of the carrier's specifications for the use of same.

5. In case of a disputed claim the records of both the carrier and the claimant affecting the shipment involved should be available to both parties.

THE FEDERAL TRADE COMMISSION'S August activities include: 104 applications from business concerns for complaints of unfair competition against competitors, against 85 such complaints in June, the next biggest month. The Commission ordered 29 of these complaints formally prepared, dismissing 32 others. The Commission, in response to resolution of the House and Senate, began an inquiry into the animal feed industry. It reported to Congress that, despite prevailing high prices of foods, there was a greater supply of foodstuffs in the country June 1st, 1919, than on the same date of 1918—the excess being 19 per cent in the combined total of a number of the most important foods in dry and cold storage.

## St. Louis Elevator Nears Completion.

The Valier & Spies Elevator, shown in the accompanying photograph, is being constructed by the James Stewart Co. This plant will be one of the most modern elevators in St. Louis and will consist of a working house with 60,000 bus. storage capacity, 18 storage bins of 600,000 bus capacity, and a track shed with two unloading and one shipping track.

Grain is received thru the two receiving pits and conveyed under the work house by conveyor belt to one of the two receiving and shipping legs. The grain is then elevated into two 2,200 bus. garnerers from where it is discharged into either of two 2,000 bus. Fairbanks Morse hopper scales. From this point the grain may be discharged to the car spout for re-shipment it may be discharged to any bin in the working house, or to two 30 inch belt conveyors, leading to any one of the cylindrical or interstice bins.

The cupola is so arranged that the grain may be discharged from either the shipping or receiving legs to a special garner feeding a No. 15 Invincible warehouse receiving separator and the clean grain may be discharged into the working house bins, or on belts leading to storage tanks.

The working house has two N. & M. man lifts, one from the first floor to bin floor and the other from bin floor to the top of the working house. The two 12,000 bus. receiving and shipping legs are driven direct by Falk Herring-Bone Gears. This is the second large plant in the country to adopt that most

modern and efficient herring-bone gear drive, the Northern Central Elevator at Baltimore having proven the experiment a success.

All the storage bins are equipped with temperature reading and recording devices. In this way temperature reading at any point in the large tanks can be taken frequently, often preventing a loss which might result from overheating.

The plant has a dust collecting and sweeping system and all equipment is individually driven by twelve Allis-Chalmers motors.

The basement of the storage is equipped with three 30 inch shipping conveyors, so arranged that any one of the belts can discharge to either receiving or shipping leg and be distributed to any point in the working house or the storage.

The legs and the receiving pits are equipped with light and signal systems connecting with the scale floor, to facilitate the loading and unloading of cars.

The working house, which is 30x40 feet, has seven floors and is 200 feet high. There are eighteen main storage tanks, ten interstice bins and twenty bins in the working house.

Work is being rushed so the plant will be ready to handle grain soon.

ENGLISH TRADERS are somewhat puzzled by the re-introduction of form B-12, which has to be filled in with every order sent to the miller, so as to make sure that the user will not be getting more than 14 days' supply on hand at one time.



Valier & Spies Concrete Elevator at St. Louis, Mo.



## Seeds

CHICAGO, ILL.—A Hall Signaling Distributor will be installed in the American Mutual Seed Co.'s elevator.

THE OHIO VALLEY SEED CO., of Evansville, Ind., intends to build a five-story plant this season. Capital stock of the company has been increased from \$25,000 to \$100,000.

RECEIPTS OF KAFIR CORN at the St. Louis market for August were 19,200 bus.; shipments, 3,700 bus.; compared with 7,200 and 2,210 bus., respectively, for August, 1918.

LINCOLN, NEB.—The Griswold Seed Co. is remodeling its elvtr., installing G. E. motors and the unit system of drives which take the place of the oil engines and rope drives.—A. W. Ward.

ST. LOUIS, MO.—Ed. F. Manglesdorf, formerly with the Manglesdorf Seed Co. of Atchison, Kan., has formed a company here and will conduct a general wholesale seed business. The new firm is called Ed. F. Manglesdorf and Bro.

THE FIRST ANNUAL REPORT of the Official Seed Testing Station of England and Wales has been published in Jour. Bd. Agr. (London), 25 (1918), No. 6. It deals with purity and germination tests of 7,744 samples of seed received during the year ending July 31, 1918.

THE COMMON WEED SEEDS found in Canadian red clover seed, methods of cleaning red clover seed, varieties of red clover, growing the crop, and weed eradication are briefly described and illustrated in a pamphlet by J. R. Dymond, of the Canadian Dep't of Agriculture.

CLOVER AND ALFALFA SEED INVESTIGATIONS were comprehensively carried on by W. J. Franck and G. Wieringa, two Dutch agriculturists. In their paper, No. 21 (1917), they review extensive germination and purity tests of clover and alfalfa seeds, and of field methods employed in growing all similar crops. Numerous illustrations and classification tables are included.

DEALERS! Be careful in buying new timothy from farmers. Toledo has large stocks of old timothy which show a high percentage of germination and purity. New timothy does not usually germinate well till spring. Dealers in the large markets do not prefer new timothy at near September price unless it can be cleaned into prime to deliver on September. Old prime cannot be delivered on future contracts.—C. A. King & Co.

SUDAN GRASS has been studied by R. L. Stewart and L. Foster, who publish their findings in Bul. 111 (1918) of the New Mexico Experiment Station. Yields of from 3 to 7½ tons of hay per acre were obtained under irrigation. Early plantings (in the latter part of April) gave the highest yields, while broadcasting seed at the rate of 20-25 lbs. per acre was found best. Slightly higher yields were obtained from seedlings made in 32-in. rows, but the resulting hay crop was of inferior quality.

SARRAGIN BUCKWHEAT, a new variety originated in Egypt, is being tested at the Hawkesbury, Australia, Agricultural College. It is reputed to flower in six weeks after germination, to grow very rapidly, to flower freely and abundantly, and to be especially suitable for bees as a nectar producer. The preliminary trials have shown irrigation to be of much assistance in its successful growth; this variety seems to be more successful than Japanese as a bee plant, as it was in bloom for a period of five weeks, during which time the bees were very active gathering nectar from its blossoms from morning until noon. Sarragin is somewhat like the variety known as

Silver Hull, its seed being much smaller than that of Japanese. The experiments will be pursued on a larger scale next season, but as yet no seed are available for distribution from the college.

"RED BOBS" is a new wheat with great promises, originated by Seager Wheeler, well-known farmer of Rosthern, Saskatchewan, and four times winner of the world's championship for wheat growing. The new variety is said to mature from ten days to two weeks earlier than the best of the others, and is expected to push Canada's wheat belt at least 100 miles farther northward. Mr. Wheeler claims a yield above the average, and a striking resistance to drouth and rust, and predicts that about two years will be required to get enough seed to put the new variety into general use.

TOPEKA, KAN., Aug. 29.—The present season subjects the sorghums to another test of their dry-weather-resisting powers, but the average condition is 24 to 33 points higher than the percentage condition of corn, which is reported at 43.8. While sorghums have been held up to a certain extent by the adverse weather of the past month, they are doing well and where there have been light rains, they are responding with rapid growth. The total acreage of sorghums this year is only 1,881,000, less than last year's by about 40%. The acreage planted to kafir is 729,000, or 42.6% less than that of last year. The condition of the crop is reported at 67.8%. Milo is being grown principally in the southwestern counties, where there are 227,000 acres, 174,381 less than last year. The condition of the growing crop of feterita is 73.4, with 76,800 acres in, a decrease of 61% from the acreage of 1918. Sudan grass is growing in popularity in Kansas. There are 108,000 acres this year, against 79,166 in 1918. Its general condition is about 76%. The broom corn crop is about one-third the size of last year's. The condition of the crop is rated at 72.5%, with an acreage of 20,384, most of which is in the southwestern part of the state. Probably three-fourths of the state's 105 counties left some alfalfa for a seed crop, amounting, perhaps, to about 27,680 acres. Nearly every county in the eastern half of the state promises to produce some seed, but it seems that few counties in the western half will mature a crop.—J. C. Mohler, sec'y, Kansas State Board of Agriculture.

### From the Seed Trade.

GAINESVILLE, FLA.—The seed oat crop in Florida is short due chiefly to wet weather at harvest time. Oats on the market are dark. Seed rye is also short.—H. J. Babers, Seminole Seed Co.

DENVER, COLO.—There is little or no red clover or alsike grown for seed in this vicinity. The alfalfa seed crop looks as tho it would be short, and a high price is expected for what is grown.—Barteldes Seed Co.

MERCER, MO.—Timothy seed crop is very disappointing; the average yield will be about three bus. to the acre. Acreage was considerably below the average, and a great percentage was cut early for hay. Cool weather and lots of rain in early part of the season, with extremely hot weather and heavy rains while timothy was in bloom interfered with the filling out and reduced yield and quality. Most of this seed will be held for home market, and the rest has been sold already. Millet seed will be very scarce here, as the acreage is small. Season has been rather favorable for millet, but the farmers had planted too much wheat and other grain. There will be practically no millet seed to ship out of this territory. There will be no surplus clover seed here. Cane and other forage crops have made excellent growth and condition is very good, but the acreage is small. There will be no seed from these crops to ship out.—A. A. Alley.

BELFAST, IRELAND, Aug. 8.—The ryegrass crop has been harvested in ideal weather conditions, and is now quite safe in ricks. Condition, color and bushel weight are quite satisfactory. The hay crop is lighter than general, but reports of results of first threshings would indicate something like a normal yield per acre. Bushel weight will be slightly under that of last season, and will average, for machined Perennial about 26 lbs., and for Italian about 20 lbs. There does not appear to be an increase in the area seeded for Perennial or Italian ryegrass, but the acreage under mixed ryegrass has been somewhat extended. On account of the relaxation of export restrictions and the possible increase in home consumption it is natural to expect a good demand for ryegrass seeds during the ensuing season. As soon as supplies come on the market and values are established, offers will be made.—McClinton & Co.

### Resistance of Seeds to Drying.

A paper from the Bureau of Plant Industry of the U. S. Dept. of Agriculture entitled "Resistance of Seeds to Dessication," by G. T. Harrington and W. Crocker, describes experimental work made in an effort to determine the effect on the vitality of barley, wheat, Sudan grass, and Johnson grass seed when dried under varying conditions and for different lengths of time. The investigations were begun in January, 1917, and continued thruout 10½ months, the seeds being stored at room temperature in evacuated dessicators over calcium oxide and sulfuric acid, and in an open vessel. Samples were withdrawn at various times for moisture determinations and germination tests.

The percentage of germination was not materially lowered when the seeds were dried to less than 1% of moisture. The vigor of Kentucky blue grass seedlings was greatly lowered when the moisture content was further lowered to 0.1%. The results seem to controvert Ewart's statements as to the degree of drying which seeds are capable of withstanding and remaining viable.

THE FOURTEENTH annual International Soil-Products Exposition will be held in Kansas City Sept. 24 to Oct. 4, under the direction of the International Farm Congress.

### Seed Movement in August.

Receipts and shipments of grass seeds to and from the principal markets during August, 1918, with comparative figures for August, 1918, were as follows:

	FLAXSEED.		Shipments.	
	1919.	1918.	1919.	1918.
Duluth	153,091	24,089	199,108	96,926
Winnipeg	37,400	35,200	.....	.....
Fort William	30,124	41,712	141,382	158,278
Chicago	77,000	12,000	6,000	.....
Minneapolis	196,000	94,400	1,090	14,400
TIMOTHY.				
Toledo, bags	17	612	13,934	800
Chicago, lbs.	7,451,000	764,000	2,340,000	1,218,000
CLOVER.				
Toledo, bags	24	132	372	582
Chicago, lbs.	798,000	135,000	136,000	167,000
New York, bags	4,958	.....	.....	.....
OTHER GRASS SEEDS.				
Toledo, bags	2,145	2,979	415	679
Chicago, lbs.	2,620,000	847,000	549,000	227,000

### Imports and Exports of Seeds.

June imports and exports of seeds, compared with June, 1918, and for 12 months ending June, 1919, compared with the corresponding months ending June, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.		12 mos. ending June.	
	1919.	1918.	1919.	1918.
Flaxseed, bus.	1,019,166	1,217,760	8,426,886	13,396,529
Castor beans, bus.	140,939	31,406	528,312	1,044,014
Red clover, lbs.	351,059	45,450	1,157,950	905,709
Other clover, lbs.	723,434	532,799	10,353,961	7,072,386
Other gr. sds., lbs.	673,222	88,222	5,040,359	5,974,944
Sugar bt., lbs.	141,166	372,675	986,676	15,635,542
EXPORTS.				
Flaxseed, bus.	65	58	15,574	21,481
Clover sd., lbs.	134,067	921	7,770,582	9,439,314
Other gr. sds., lbs.	280,203	67,949	3,464,034	3,563,566



## "Pete" the Chief.

BY TRAVELER.

The other day I dropped in for a visit at the Lincoln, Nebr., grain market, or rather I should say grain handling center. You see it is called a grain handling center by the local grain men because they do not wish to lead the trade into believing they have an organized market, when they merely have a Grain Inspection office and Ass'n. Mr. Crittenden, of the Central Granaries Co., introduced me to the Waxman brothers, DeWitt brothers, Mr. Wilsey, Mr. Mitchell and a few others, all of whom asked me if I'd met "Pete," the Inspector, and if I had seen his newly equipped office. It was quite evident that these men all held "Pete" in high esteem and that they took much pride in his up-to-date office. My apparent lack of interest in "Pete" seemed to hurt the feelings of Lincoln grain buyers. Finally, shamefaced and regarding myself somewhat as a criminal, I begged to be excused and rushed to the top floor of the First Nat'l Bank building to introduce myself to "Pete." A sign on the door read: GRAIN INSPECTION OFFICE, Peter Diehl, Chief.

Pete did not look up when I entered his office, nor did he take his eyes off a sample pan of corn he was studying, when I slammed the door behind me to attract his attention. He was thoroly engrossed in trying to detect something that might affect the grade of that particular sample.

At any rate it was several minutes before we got around to the introduction. It only took a few moments, however, to see that "Pete" was all his friends had claimed him to be—a man of fair, sound judgment, and one who makes a decision once and then sticks to it, because he believes he is right. There was no trace of prejudice or partiality to be found in the lines of his smooth, stern face.

"I've heard quite some comment on this inspection department and have come to look it over," I said, to excuse my presence.

"Help yourself," he said. "I dare say you will find no inspection office in the country with better or more modern equipment."

I proceeded to make myself at home, carefully inspecting the two 6-compartment electric moisture testers, the Boerner sampler and divider, the tester kettle and the grain trier. I fumbled with the No. 5055 Torsion Balance scale and took a few kicks out of the Emerson kicker. The equipment, all new and well kept, was much the same as I had seen in other inspection offices thruout the country, with one exception. That was a cone hopper

invented by "Pete" for country shippers' use, in order to get an even drop of grain into the test kettle. It was light, and cheap, but accurately constructed. "Pete" told me he had already sold many to the country shippers at cost to enable them to get better and more accurate test weights.

Peter Diehl has 16 years' sampling experience to back up the grades he fixes, and there is probably not a Grain Inspection Office in the country that could dispute one of "Pete's" grades and sustain the objection.

For 10 years, Pete worked in the Sampling Department of the St. Louis Merchants' Exchange, under Barron Wilson, now a Federal Supervisor. He put in 5 years under A. R. Ware and Jim Russell in the Kansas City Board of Trade sampling department. This is his second year at Lincoln, and he likes it so well he claims he wud not trade seats with Julius Barnes.

G. L. Michle is Pete's assistant and sampler. The two men run the office in Lincoln and also have charge of official weighing at Crete, Firth and Milford, Nebr. They do sample inspection for these points as well as other places thruout the state.

I was greatly impressed with "Pete" and on my next trip to Lincoln I will not make the foolish mistake of seeing *anyone* until I have called on "Pete the Chief."

## Amendment to Food Control Act.

The House of Representatives on Aug. 22 passed Haugen's bill HR 8624, to amend the food control act. The bill has been reported in the Senate by Mr. Gronna and after reference to the com'te on agriculture and forestry has been reported with amendments, as follows:

That it is hereby made unlawful for any person willfully to destroy any necessities for the purpose of enhancing the price or restricting the supply thereof; knowingly to commit waste or willfully to permit preventable deterioration of any necessities in or in connection with their production, manufacture, or distribution; to hoard, as defined in section 6 of this Act, any necessities; to monopolize or attempt to monopolize, either locally or generally, any necessities; to engage in any discriminatory and unfair, or any deceptive or wasteful practice or device, or to make any unjust or unreasonable rate or charge in handling or dealing in or with any necessities, or to exact unreasonable and excessive prices for the lease, sublease, rent, or subrent of any dwelling house, dwelling rooms, or apartments, either furnished or unfurnished, in the District of Columbia; to conspire, combine, agree, or arrange with any other person (a) to limit the facilities for transporting, producing, harvesting, manufacturing, supplying, storing, or dealing in any necessities; (b) to restrict the supply of any necessities; (c) to restrict distribution of any necessities; (d) to prevent, limit, or lessen the manufacture or production of any necessities in order to enhance the price thereof; or (e) to exact excessive prices for any necessities, or to aid or abet the doing of any act made unlawful by this section. Any person violating any of the provisions of this section upon conviction thereof shall be fined not exceeding \$5,000 or be imprisoned for not more than two years, or both:

Provided, That this section shall not apply to any farmer, gardener, horticulturist, vineyardist, planter, ranchman, dairyman, stockman, or other agriculturist, with respect to the farm products produced or raised upon land owned, leased, or cultivated by him:

Provided further, That nothing in this Act shall be construed to forbid or make unlawful collective bargaining by any cooperative association or other association of farmers, dairymen, gardeners, or other producers of farm products with respect to the farm products produced or raised by its members upon land owned, leased, or cultivated by them:

And provided further, That to make unjust or unreasonable a rate or change in handling or dealing in or with any necessities, except where there has been a conspiracy, combination, or arrangement with reference to prices, such rate or charge must be in excess of the rate or charge fixed by a fair-price committee, and the Department of Justice is authorized to provide for the appointment of fair-price committees.

Sec. 3. That sections 8 and 9 of the Act entitled "An Act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved Aug. 10, 1917, be, and the same are

hereby repealed: Provided, That any offense committed in violation of said sections 8 and 9, prior to the passage of this Act, may be prosecuted and the penalties prescribed therein enforced in the same manner and with the same effect as if this Act had not been passed.

THE COM'TE ON FINANCE AND MEMBERSHIP, of the Millers' National Federation, now has under consideration a revision of the entire financial scheme of the Federation, and it will present to the members, in advance of the semi-annual meeting in October, a definite plan for placing the Federation on a permanent, sound, financial basis.

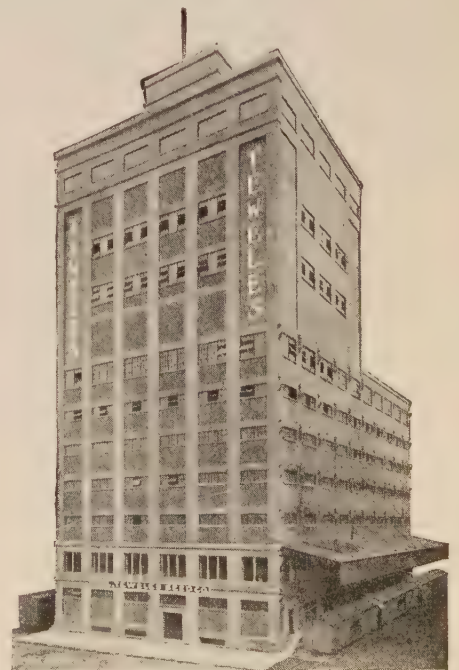
REDUCTION OF GOVERNMENT CABLE MESSAGES is being urged by the National Foreign Trade Council, which has written the American Chambers of Commerce in Europe, asking them to take action toward that end in their several countries. The complete dislocation of the Mediterranean-Indian Ocean system has caused a congestion across the Pacific, which is responsible for many of the present delays. If the governments of Great Britain and France would cut down the vast number of official cables which they are sending, as has the United States, there would be much greater opportunity for the transmission of important commercial messages to the Orient across India.

## New Seed Handling Plant.

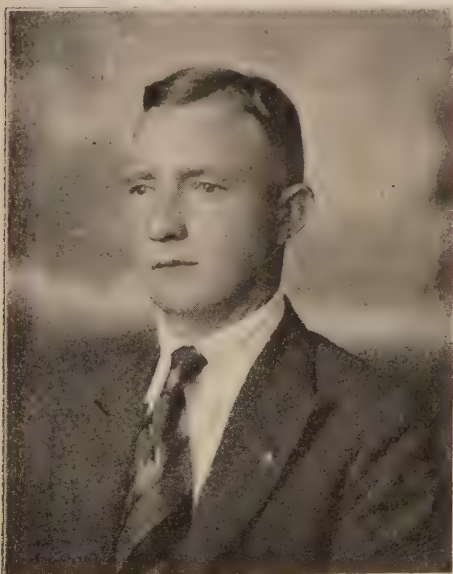
The L. Teweles Seed Company have moved into its new elevator and warehouse in Hanover Street, Milwaukee. The new building is one of the most modern concrete and steel, fireproof buildings in the seed trade. The plant has a storage capacity of 176,000 bus. of bulk grain or seeds, and the twelve floors give 135,000 square feet of floor space for the storing seeds in bags.

The track facilities allow the placing of six cars at one time, three on the east and three on the west side of the building. At the rear of the plant there is room for six wagons or auto trucks at the unloading platform.

Modern handling and cleaning machinery has been installed thruout, and will be operated electrically. A private telephone exchange affords easy communication between the different departments. An electric bag cleaner, electric bag lift, electric man lift, freight elevator, two bag chutes, are some of the things included in the up-to-date equipment. The engraving herewith shows the pleasing exterior of the plant.



New Elevator and Warehouse of L. Teweles Seed Co. at Milwaukee, Wis.



Peter A. Diehl, Lincoln, Neb., Chief Grain Inspector.



Bank Buying Draft Liable for Seed Guaranty.

S. Castleman, complainant, in November, 1916, ordered from the Amzi Godden Seed & Grain Co. of Birmingham, Ala., a carload of wheat, which order was placed with Fleming & English, who on Nov. 22 shipped to their order, notify complainant, at Belzoni, Miss., from Franklin, Tenn., one car of seed wheat, and drew a draft upon complainant for the purchase price thereof, \$1,200, with the B/L attached to the draft. That thereafter Castleman ordered another carload of wheat from Amzi Godden Seed & Grain Company, which order was also filled by Fleming & English, who shipped this car of wheat on Dec. 7, in the same manner as it did the first car, drawing a draft for \$1,080 in the same manner the first draft was drawn. That it became necessary for Castleman to pay these two drafts before he could obtain the Bs/L and secure possession of the wheat, or inspect it.

It is averred: That Fleming & English knew that the two cars of wheat were ordered for planting purposes, and thereby impliedly warranted that said wheat was suitable for planting purposes, was first-class in every respect, clean, and free from weed seeds of any kind which would lower the grade of the wheat, or flour milled therefrom. That, notwithstanding this knowledge, Fleming & English shipped in these two cars seed which contained a large amount of small black seed, which proved to be corn cockle, a very bad pest to seed wheat, a very little of which is sufficient to reduce the grade of wheat. That said corn cockle is poisonous, and, when ground with wheat, the flour is rendered unwholesome, and even dangerous as food. That, after the wheat had been planted and had come up, Castleman incurred a large and heavy expense in attempting to have the cockle pulled out of the wheat. That he was unable to eradicate it in that way, and a large amount of the cockle grew up and was harvested with the wheat, lowering the grade of the wheat and market price thereof, and resulting in a loss of \$1,140. Castleman further avers that the \$2,280 paid by him in settlement of the drafts drawn by Fleming & English was paid to the Citizens' Bank & Trust Co. for Fleming & English, and that said money is still in the possession of this bank. Complainant is informed and believes that the Harpeth National Bank claims to be the owner of the proceeds of the drafts, and that it had sued the Citizens' Bank & Trust Co., in the circuit court of Washington county, in tort for the proceeds of said drafts. In his prayer for relief he prays that proper process issue for all of the defendants, and that upon final hearing a decree be rendered in favor of him for the sum of \$1,140, and that the Citizens' Bank & Trust Co. be directed to pay him this sum out of the proceeds of the two drafts which it has on hand. Complainant also prays for general relief.

The Citizens Bank, answering, disclaimed any knowledge of the wheat transaction. The Harpeth National Bank disclaimed any knowledge of the ordering of the wheat from the Amzi Godden Seed & Grain Co., and denied that there was any implied warranty that the wheat should be free from weed seed. It denied that the proceeds of the two drafts paid by Castleman were paid by him to the Citizens' Bank & Trust Co. for Fleming & English; but alleged the fact to be that this bank purchased said drafts on Nov. 22 and Dec. 7, respectively, and were bona fide and innocent purchasers for value of the same; that in the usual course of business it sent these drafts with Bs/L attached to the Citizens' Bank & Trust Co. with instructions that the Bs/L should be surrendered only upon the payment of the respective drafts; and that it is informed and believes and charges that the Bs/L were surrendered by the Citizens' Bank & Trust Co. to Castleman before the drafts were paid in violation of the instructions under which they were

sent. On information and belief it alleges that the claim of Castleman against Fleming & English is fictitious and without merit and made for the purpose of defeating the collection of the amount due for the wheat or of securing a delay in the payment of said amount by Castleman; that Fleming & English have no interest in the money paid by Castleman to the Citizens' Bank & Trust Co. and that the Citizens' Bank & Trust Co. violated its instructions and thereby became primarily responsible to this defendant for the value of the wheat.

When Castleman brot suit in the chancery court of Humphreys County the Citizens' Bank filed a cross bill alleging that the Harpeth National Bank had filed a suit against it in the circuit court of Washington County for \$2,700 for conversion of the proceeds of these two drafts, and asked the court to enjoin the Harpeth Bank from further prosecuting its suit in Washington County. The injunction was issued and later dissolved, the Citizens' Bank taking an appeal.

The Supreme Court of Mississippi reversed this decision and remanded the suit for a new trial, holding that:

The contention that a bank purchasing a draft with B/L attached does not assume any of the liabilities of the seller of the goods and is not liable on a warranty made by the seller of the goods represented by the B/L cannot be sustained.

When, in consequence of a purchase of drafts with Bs/L attached, a national bank becomes the owner of personal property as an incident to the purchase of the drafts, such purchase is not prohibited by Rev. St. Sec. 5136 (Comp. St. Sec. 9661.)

Where drafts with Bs/L attached had been forwarded by the holder to another for collection, there can be no conversion by failure to promptly remit the proceeds, in the absence of a demand from the owner therefor. 82 So. Rep. 329.

THE CLEVELAND GRAIN AND HAY EXCHANGE has officially favored, thru its board of directors, the adoption of the confirmation blanks prepared by the Grain Dealers National Ass'n, and urges all members to use such or similar blanks.

A BILL NOW PENDING, H. R. 7737, places the following tariffs: On beans, not specially provided for, 2 cents per pound; lentils, not specially provided for, 25 cents per bushel of 60 pounds. On beans, peas, prepared or preserved or contained in tins, jars, bottles or similar packages, including the weight of immediate coverings, 4 cents per pound; mushrooms and truffles, including the weight of immediate coverings, 2½ cents per pound.

From Vancouver to Europe via Panama Canal.

A trial cargo of bulk wheat was shipped from Vancouver thru the Panama Canal to Europe in the fall of 1917. Observations were made upon the temperature changes occurring during shipment and upon the final condition of the grain, and these have been published as Bul. 1 (1918), Dep't Trade and Commerce (Canada), Grain Research Lab.

It was concluded from the results obtained that if certain precautions are taken wheat may be carried to Europe from Vancouver via the Panama Canal without damage. It is stated that only quite sound wheat, with a moisture content not exceeding 14.5 per cent, should be shipped by this route. The temperature became dangerously high only in those portions of the ship close to the engine room, stokehold, and propeller-shaft tunnel, and well ventilated or extended air spaces are deemed essential for the proper protection of the grain cargo. Except near the stokehold bulkhead the only damage observed in this shipment was from "sweating" and the necessity of keeping the cargo dry during loading and the prevention of the subsequent entrance of water into the holds is emphasized. The length of the voyage was regarded as an undesirable feature, and it is suggested that the use of slow ships be avoided.

Kansas Reciprocal Demurrage Act Sustained.

New life has been given the reciprocal demurrage act of Kansas by a decision of the Supreme Court of that state July 5, 1919, reversing the decision of the district court of Edwards County, which had ruled in favor of the defendant Atchison, Topeka & Santa Fe Railroad Co.

The Supreme Court upholds the contention of the Offerle Grain & Supply Co., of Offerle, Kan., that it is entitled to \$5 per car per day delay in furnishing cars for grain loading.

The railroad company alleged in defense that:

- (1) The act, while professing to be reciprocal in its terms, discriminates against the carrier.
- (2) Prior federal and state adjudications as to the partial invalidity of the act render it invalid as a whole.
- (3) Plaintiff's failure to make a partial deposit of freight charges on the cars ordered bars it from recovering the statutory penalties.

The Supreme Court said: While this statute is commonly known and designated as the reciprocal demurrage law, yet it is mainly a regulatory enactment under the state's general police power. As such it does not necessarily have to be exactly reciprocal in all its parts. So far as concerns those duties which the carrier as a public service corporation has assumed, they may be enforced by police regulations, whether such regulations should be similarly framed to fit the circumstances of the carrier's private patrons, the shippers, or not. The present action is for \$5 per day for each car which defendant failed to furnish within the time allowed by law. Gen. Stat. 1915, §§ 8421-8424. This allowance is designated in the statute as "exemplary damages" and as "penalties." The name is unimportant. It is a statutory allowance of damages for neglect to perform a legal duty; it is a legislative estimate of the damages usually attendant on such delinquency.

The provision for attorney's fees has been eliminated by the decision of the United States Supreme Court (Atchison & Santa Fe Ry. v. Vostburg, 238 U. S. 56, 35 Sup. Ct. 675, 59 L. Ed. 1199, L. R. A. 1915E, 953), and the latest of our own decisions lays at rest any lingering notion that the act concerns itself with delays in the furnishing of cars for use in interstate commerce (Mercantile Co. v. Railroad Co., 103 Kan. 527, 175 Pac. 599).

Statute Is Reciprocal.—So far as the statute is concerned, we fail to discern any serious discrepancy in its reciprocal features, assuming that substantial reciprocity between the respective rights, duties, and liabilities of the carrier and the shipper would be necessary to uphold it. If the carrier fails to furnish the cars within the time allowed, it is liable to the shipper in the sum of \$5 per car per day. If the shipper fails to use the car within the time allowed, he must pay the carrier \$5 per day for his delay. That far the matter is precisely reciprocal.

Generous provision is made by the statute to excuse the carrier for unavoidable delays in furnishing cars. "Provided," says the statute, "that whenever any railroad company is prevented from complying with such demand to furnish cars as aforesaid by any accidental or unavoidable cause, which could not by the use of reasonable foresight and diligence have been avoided, and supplies the same in a reasonable time thereafter, or offers to do so, then the liability for the damages herein provided for and for actual damages and attorney's fees shall not accrue." Section 8421.

Shipper Need Not Tender Deposit.—The carrier need not demand the deposit, but it will not forfeit its right to demurrage if it does not make the demand. The shipper need not tender a deposit, if it is not demanded, and it will not forfeit its right to the statutory penalty by a mere failure to tender what the carrier has failed to demand.

The immunity from penalties arises where the carrier specifically demands the advance freight charges and the shipper elects not to pay them. The carrier has a slight advantage here because it may always make the demand, and if the demand is complied with it may recoup or partly recoup its damages from the shipper's deposit without resort to litigation if the latter fails to use the cars promptly.

The shipper has no precise offset to that advantage, but the matter as a whole is an approximation of justice. 182 Pac. Rep. 495.

SWEDEN has passed a law establishing a grain monopoly, placing in the power of the Millers' Ass'n the buying, distribution, and the fixing of prices of all kinds of grain and flour.



### A Sub-Inspection Office.

Several years ago the inspection of grain at Chicago was done at the elevators or at the railroad yards by men working exclusively at that elevator or yard. Grading was then, outside of the test weight, largely a matter of the personal judgment of the inspector; and it was felt that the grading at different elevators was not uniform, or that the out-inspection might vary from the in-inspection, so that what became known as "office inspection" was introduced in 1908.

Under office inspection one man might devote his time to wheat, another to corn, or to oats and specialize on that grain, and the same inspector could pass on grain inspected in and on that inspected out, making for uniform grading and no favoritism. The central office method still retains some of these advantages, but at Chicago it was found advisable this year to go back to the old system of grading at the outlying yards, and grain arriving on two of the railroads carrying most of the grain is now graded at the outlying yard and the samples never appear on the tables of the main office.

Loss of time in getting the graded sample on the floor of the Board of Trade was the controlling factor leading to the return to outlying inspection. Under the office inspection samples would be placed on the 10:25 train at the Proviso yards, make a run of 40 minutes to the city, be delivered at the main inspection office and then be taken to the Board of Trade arriving on the floor at 12:15 or 1 o'clock, when the buying of cash grain was practically over for the day, the board closing at 1:15 p. m.

The delay of a few hours meant a loss of 24 hours in disposing of the carload in some cases, as the sample had to be held over until the next day. The shipper was kept out of his money a day and the railroad company lost the use of the car for a day. Under the office method no inspection could begin until the samples arrived in the city. Under the sub-station system inspection begins as soon as the sampler has taken an armful of samples off the cars standing on track, and the outlying inspector can work continuously for several hours, the first inspected samples being sent in on early trains direct to the floor of the Board of Trade.

At Proviso the finished work of the inspector is placed on trains leaving at 9:10, 9:39, 10:26 and 11:34 a. m., arriving on change at 10 to 11 a. m., a direct saving of three hours and in the case of late samples a saving of 24 hours.

Chicago is one of the greatest grain markets, and the Chicago & Northwestern carries more grain into the city than any other road. Of its three branches entering the city the Galena division served by the Proviso yards, handles nearly all its grain, and offered a good opportunity to try the new system. The railroad company being interested in the prompt release of equipment co-operated in establishing the local office. It is built on railroad ground, and the railroad company furnishes free heat, light and water. The new office is of frame on a cement concrete foundation, and the part occupied by the inspection department measures about 30 by 35 ft., in one room neatly plastered with nine windows, the five windows on one side giving the inspector's table an unobstructed north light. Green roller shades control the light. The floor is of smooth hard wood, so that the bushels of samples littering the floor are easily cleaned up after each day's work.

The equipment comprises an Emerson Kicker for wild oats, two sets of dockage sieves and scales, tester kettle, funnel filler with outlet valve 8 inches above table, two brass and copper Boerner Samplers, six stands of moisture testers furnished by the Hess Warming & Ventilating Co. Each stand contains six flasks, heated by electricity, so that 36 tests can be made simultaneously. Weights

are taken on two Torsion Balances. The table supporting the testers has zinc tops with raised rims to catch any drip of oil or water. Two tanks are provided with suitable taps to draw off oil into the testing flasks, which are of glass. In one corner of the room is a two-pedestal office desk with revolving chair. The grain is placed on five tables, and the waste goes into two large galvanized tanks or on the floor, from which it is scooped into sacks.

The day's work begins at 6 a. m., with the arrival of the first employe from the nearby town of Melrose Park. He receives from the railroad clerks the arrival notices, which he sorts out and hands to the samplers on their arrival on the first train at 6:40. These six samplers go to the tracks with ladders and triers, and bring in an armful from time to time, dumping them on a small table, 38x25 inches, 26 inches from floor, with 4 inch high sides to keep the canvas bags from falling off. Here the three men in the office take hold, one splitting the sample, one making the moisture test, and the third, Edward Raichart, inspector in charge, giving the grade. The samples are emptied from the bag into one of the 6 large or four small planished steel pans, the man at one of the large tables, 42x100 inches, standing 39 inches from floor, weighing out 100 gram lots for the flasks. The splitter works at a small table with high sides, next to the inspector's table, which is 33x60 inches, having a shelf 18x33 on one end. The splitter helps the inspector on test weight and writes tickets. Into each paper bag is placed the arrival notice directed to the consignee and a statement of the grade from which the certificate is made out at the down town office. This shows the date, moisture test, grade, car number, test weight, and name of consignee. Each lot of samples is placed in a stout canvas lined basket on the city-bound trains and handled as baggage, the inspection department's auto meeting them at the city depot and taking them direct to the floor of the Board of Trade.

The Proviso sub-inspection office sometimes handles one-fifth of all the grain received at Chicago, so that the new office effects an economy. Mr. Raichart, the single inspector doing all the grading, while the main office gives employment to 12 inspectors. The inspector at Proviso, being alone and having to give immediate decision with no one to consult, one of the best men was picked. The Northwestern brings in all kinds of grain, both winter and spring wheat, and no one but an all-round, long experienced inspector could fill the bill. Mr. Raichart can tell the percentage of moisture by thrusting his hand into a sample, and he gets thru with much work by dispensing with determinations that are not necessary, his judgment telling him

the grade or the single factor that needs a test.

Mr. Raichart has been with the state grain inspection department for 8 years, and at Proviso since the office was started two months ago. He has been engaged in grain inspection for 23 years, having worked for Robert Kettles and was employed many years ago by the grain com'te of the Chicago Board of Trade to see that the grain going into public elevators was of the contract grades.

A daily report is made out and submitted to the auditor of the state department, showing the number of cars inspected and at what hour and minute each lot of samples is sent to the Board of Trade. Each car and consignee is shown. All other clerical work and statistics are left to the main office force.

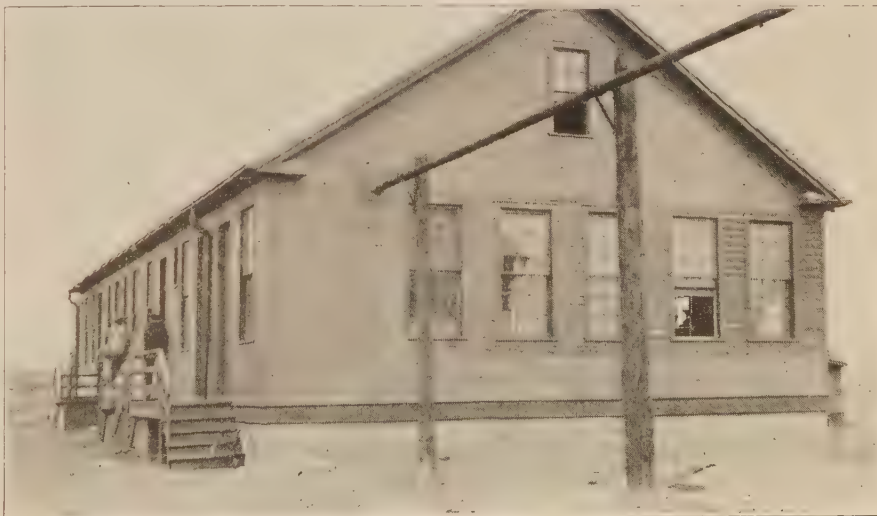
The state employes at Proviso do their work in the morning. In the afternoon the samplers of the Board of Trade sampling department take samples, averaging about 75 per cent of the cars received daily, as desired by commission merchants or buyers. The Board of Trade samplers work independently of the state samplers.

The Board of Trade also has three men from its weighing department stationed at Proviso to watch for cars leaking grain and make a record of the facts. They use a light rubber-tipped hammer. When the out-turn weight shows an apparent shortage their records are referred to, and frequently sustain a claim.

Exterior of the new office is shown in the engraving. A similar office has been established at Clyde on the C., B. & Q.; another is under construction at Galewood on the C., M. & St. P., and others are contemplated on the Rock Island and Illinois Central Railroads.

THE STORAGE OF ENGLISH WHEAT is the title of a paper by F. W. Saxby, published in the Journal of Bath and West and South. Counties Soc., in which the author discusses briefly the methods of storing wheat and the seriousness of the problem because of the high moisture content of the English grain (from 15% to 19%).

ALTHO THE HARD RAINS of the latter part of April were very beneficial, the cereal crops of Algeria for the current year will probably be average ones only, compared with those of 1918, which were the largest up to that time. Not only was the acreage sown this year less than that of last, but the yield per acre will be lower than in 1918. The barley crop is now being harvested, but difficulty is being experienced with the Moroccan farm hands, who are returning home because of the lack of sugar. There is no activity in cereals because of the uncertainty regarding the continuance of governmental restrictions.



Sub-Inspection Office Building at Proviso Sta., Ill.



## Grain Carriers

KANSAS CITY, Mo.—A strict embargo has been placed on all shipments of grain to this point.

COMBINED LOADINGS of grain in the northwestern and central zones in August amounted to 116,375 cars, compared with 118,242 in August, 1918.

ATLANTA, NEB.—Our elevator has been blocked for over two weeks because of the shortage of grain cars.—L. E. Warner, mgr., Atlanta Equity Exchange.

VIRGINIA, NEB.—The K. C. N. W. R. R., upon whose tracks we are located, is tied up with a general strike, and we are seriously handicapped.—John A. Dobbs Grain Co., H. T. Dobbs.

OWNERS OF ELEVATORS on the Great Northern railroad near Casselton, N. D., have filed complaint with the State Railway Commission that their bins are full and they can not get cars in which to ship the grain.

A MEETING of the terminal elevator men of Chicago was held Sept. 3 to discuss the car shortage situation. It was determined that it would not be necessary to ask for an embargo against shipments for the present.

ATLANTIC, IA.—Forty carloads of grain are standing in the Rock Island yards here, waiting to be moved. Many of these cars have been in the yards for thirty days. The grain is owned by Atlantic grain firms.

FOUR CANAL BOATS arrived recently at Oswego, N. Y., loaded with 40,000 bus. of Argentine corn from New York City. The starch works at Oswego do not expect to receive any more shipped in this manner, as the rail rate is much cheaper.

THE GREAT LAKES SHIP OWNERS and their representatives have protested against proposed railroad reorganization legislation directing the interstate commerce commission to take jurisdiction over port to port rates of tramp boats, declaring that regular shipping lines would not be able to compete with the tramps.

THE H. E. KINNEY GRAIN CO. filed a suit Sept. 4 against the Cincinnati, Indianapolis & Western R. R., for \$2,900 for damages and delay in transit of 2,642 bus. of yellow corn, shipped from Fountaintown, Ind., to Buffalo, N. Y., Feb. 2, 1918. The company complains that the value of the corn depreciated while in transit.

THE CENTRAL WESTERN Region has established a Grain Control Com'te at San Francisco, Cal., for the control of wheat shipments to San Francisco, Port Costa, South Vallejo and Los Angeles. The Grain Control Com'te is as follows: W. J. Shotwell, chairman; R. L. Ruby, railroad representative, W. A. Starr, grain corporation representative.

THE SHIPPING PUBLIC is urged to load all cars to their full capacity, in a recent open letter by M. T. McCraney, div. freight agt., C. R. I. & P. R. R., dated Sept. 1. Prompt handling, also, will help to relieve the critical increasing shortage of cars, which demands the earnest co-operation of all shippers, says Mr. McCraney.

THE U. S. RAILROAD ADMINISTRATION has granted joint water and rail rates from St. Louis via Memphis. Shippers are elated, considering this action as of the utmost value in insuring a large increase in the Mississippi river barge line traffic. The schedules at the present apply only to class rates, but it is regarded certain that if they are successful they will be extended to include flour and all cereal products.

IN THE COMPLAINT of the Illinois Traction System, operating out of St. Louis, the Interstate Commerce Commission has ordered that thru routes for the transportation of grain shud be established from elevators located on the I. T. S. at points not served by N. Y. C. lines to all points on these lines, and joint rates applicable thereto not to be higher than the rates contemporaneously applied on grain from Peoria.

THE WEST TEXAS CHAMBER OF COMMERCE and the Texas Grain Dealers Ass'n have telegraphed Julius Barnes, head of the federal grain corporation, asking him for the immediate institution of a lower rate on grain from Memphis to New Orleans. Galveston is unable to handle the flood of Texas wheat, and as there are more ships at New Orleans, the Texas shippers desire to divert some of the state's crop thru Memphis and the latter port.

SHIPMENTS OF GRAIN to Atlantic and Gulf ports have been suspended temporarily because of a shortage of ocean tonnage and the resultant congestion of terminal storage facilities, according to an announcement of U. S. Grain Corporation officials. It was declared that no embargo had been placed on shipments of grain, and that the present situation is due only to shortage of carriers and has nothing to do with foreign market conditions.

NEW ORLEANS is to have greater shipping facilities to European ports, according to a recent announcement by John Barton Payne, head of the shipping board. The schedule provides for the following monthly sailing of ships from New Orleans: Four to Liverpool, one to Manchester, two to Bremen, two to Havre, two to Bordeaux, two to London, two to Rotterdam, two to Glasgow, two to Gothenburg and Copenhagen, two to Hamburg, two to Genoa, two to Antwerp, one to Barcelona and one to Trieste and Fiume.

REPRESENTATIVES of the Illinois District Traffic League, opposing the Plumb plan for nationalization of the railroads as bolshevistic in its tendency, appeared before the house com'te on interstate and foreign commerce August 27 in support of the Esch-Pomerene bill with certain modifications. The spokesmen for this organization were C. L. Lingo, of Chicago, traffic manager of the Inland Steel Co., and R. M. Field, of Peoria. S. T. Bledsoe, general counsel for the Santa Fe railroad, was a witness appearing for the railway executives' plan.

THE CANADIAN NATIONAL RAILWAY, operated by the Dominion government, has ordered that until further notice, all freight cars, the property of the railway, are prohibited from leaving Canada. The records of the company show that some 5,000 of its cars were in the U. S. Aug. 1, while only 1,000 cars belonging to U. S. companies were in the possession of the Canadian line. The embargo is for an indefinite period, but it is thought that it will be removed as soon as there are enough cars on hand again to handle the business of the railway.

THE INTERSTATE COMMERCE COMMISSION has denied the application made by the Minneapolis grain dealers, supported by the Minnesota railroad and warehouse commission, for a postponement of the hearing on the proposed readjustment of Northwest grain rates, which threatens to undermine the shipping of grain to Minneapolis. It is predicted, however, that no decision will be reached until after the present crop is harvested. Charles E. Elmquist, pres. and general counsel of the National Ass'n of Railway and Utilities commissions, has been appointed representative of the Minnesota and northwestern interests.

THE SHIPPERS AND GRAIN DEALERS OF TEXAS will suffer great loss if something is not done soon to hasten the movement of freight cars, according to H. B. Dorsey, sec'y of the State Grain Dealers Ass'n. Mr. Dorsey has been receiving complaints from all over the state

that the serious shortage of cars is hindering the movement and marketing of grain to a great extent. On account of the condition of grain caused by the excess moisture of the present season the tardiness of movement is causing more loss than usual, according to Mr. Dorsey, who says that even after the grain arrives at its destination or marketing place, it requires a week or ten days to spot the cars at the elevators, inevitably causing congestion.

EFFECTIVE SEPT. 1st, individual permits will be required for shipments from the states of Washington, Oregon and Idaho, when destined to Tacoma or Seattle, Wash., same to be obtained from the Chairman of the Grain Control Com'te, Puget Sound District, at Seattle. Effective Sept. 1st, individual permits will be required for shipments from the states of Washington, Oregon and Idaho, when destined to Portland (including East Portland, Albina and St. Johns) or Astoria, Oregon, from the Chairman of the Grain Control Com'te, Columbia River District at Portland. Shipments from outside the states of Washington, Oregon or Idaho may be forwarded to any of the ports named without individual permits, the road or blanket basis to apply.

ONE REASON, apparently, for the very serious shortage of box cars in the northwestern region is the decided decrease in tons loaded to the car this year. Record of a typical line in this region shows that the average loading per car of wheat is now 37 tons, compared with 40 in 1918; of grain products, including flour, 30 tons, five less than last year; coal, lumber and steel products show a decrease of about four tons to the car, or an average decrease all around of 12%. Traffic officers are conducting an intensive campaign in an attempt to educate and persuade the shippers to load their cars more heavily. If the loading at the present time were as heavy per car as last year, the shortage of cars would be almost entirely eliminated.

A NUMBER OF CLAIMS have been presented account grain leaking from new cars, particularly cars built in the past two years. Before any of these cars are loaded with grain, careful inspection should be made to see there are no short floor boards, that the floors are well fitted around the posts and braces, and that beveled grain strips are well fitted between posts and braces and securely fastened to the floor, and that side sheathing boards are well secured to the side sill nailing timber. This is particularly called to our attention at this time by the number of claims presented account of grain leaking from new cars belonging to the Western Pacific Railroad, Series No. 16801 to 18300, built by the Mt. Vernon Car & Manufacturing Co., between October, 1918, and February, 1919. In no case should any of these cars be loaded with grain until inspected and made fit for grain loading.—R. H. Ashton, Regional Director.

GULF AND SOUTH ATLANTIC PORTS will be benefited greatly by the new rates on export traffic from the middle west, which will enable them more successfully to compete with eastern and other ports. The relative official announcement, issued by the Railroad Administration Sept. 3, follows: Director General Hines has today issued instructions for the preparation of tariffs, which will provide for class and commodity rates upon export traffic from points in Ohio, Indiana, Illinois, including cities located on both banks of the Mississippi River from Dubuque to St. Louis, inclusive, also from points in the southern peninsula of Michigan to South Atlantic and Gulf ports from Wilmington to New Orleans, inclusive. When the tariffs have been prepared, the matter will receive final consideration in Washington. Special consideration is to be given to export traffic when destined to Mexico and Central America, because of the generally low ocean rates from Gulf ports to those countries.



## Blumson Yet Uncaptured.

Herman J. Blumson, defaulter and forger of Bs/L, who was president of the Star Cereal and Milling Co., who had been a rug peddler and a profiteer, who served a sentence for forgery in the Pretoria prison in South Africa many years ago, is still gone. Somewhere the conspicuousness of his bald head and his smoke-stained fingers is making him tremble with uneasiness, but for the present his hiding is successful. And in the meantime the banks he cheated are looking thoughtfully at the crudity of his crookedness, and wondering how he got away with it.

Four hundred thousand dollars wealthier than he should have been, Blumson took three heavy bags and a yellow taxi to the I. C. Station, where he boarded the 10 p. m. train for Detroit July 21. He did not appear at the Oriental Hotel, where he was supposed to stay while in that city, and has not been heard of since. Canadian customs officials can shed no light on the hypothesis that he went over the line into Canada. All ports are being carefully guarded; no passports applicable have been issued. Agents in Johannesburg, South Africa, where Blumson's wife and four grown sons and daughters live, have been unable to furnish any clues as yet.

The authorities have been trying to secure a picture of Blumson in order to offer a reward, but he either destroyed carefully any photographs he may have had, or had never faced the camera in his life. Nevertheless, he was a man well marked, and a composite drawing, based on the descriptions and recollections afforded by his former acquaintances, will be ready for distribution. The offer of a substantial reward is expected at this time.

About 5 feet 8 inches in height, Blumson was of medium heavy build, with a full face. He was very stooped, and walked in a peculiar, shuffling manner, as if he were still peddling rugs. His hair was thin and sandy, absent on top; in the bald portion was a conspicuous wart or mole. His fingers were well yellowed by the incessant smoking of cheap cigarettes. His speech was always slow, broken, and never seemed very alert. Former Chief of Police Badenoch ended his description of Blumson by warning the authorities to look for man "who has on good clothes and ain't used to them."

Incidentally, one thing that had impressed the bankers favorably was that Blumson al-

ways lived unostentatiously, wore clothes that were almost shabby, never seemed to spend much money, and had all the ear and other marks of a stingy business man of the type. This impression, coupled with steady and consistent business relations, threw the bankers off their guard, and enabled the old amateur miller to succeed with some very crude pieces of work in a field where experts have failed. Some of his Bs/L, for example, were to points in California and on railroads that run only east from Chicago. He had eastern points billed on Illinois Central forms. Even after several drafts had been returned, some of the banks failed to take warning.

Mandel Meyer, sec'y of the Star Cereal and Milling Co., of which Blumson was pres. and chief owner, has filed a voluntary petition in bankruptcy with the county clerk. The liabilities of the company are listed at \$364,025.91.

The assets listed are: Value of property, \$175,000. Stock in trade, \$30,000. Two notes held by company, \$300. Machinery-equipment of plant, \$20,000.

The Central Trust & Savings Bank, appointed receiver, is offering the property at a sale.

THE SWEDISH GOVERNMENT has imposed a sliding-scale import duty on grains, with a maximum of 2.70 kronen per kilo.

CHARLES KENNEDY, second vice-pres. of the U. S. Grain Corporation, said in a recent address at Buffalo that if the guarantee were abolished, the price of wheat would go higher. He declared that the farmers knew this would be the case, and accordingly favored removal of the guarantee.

WHEAT IN THE NORTHERN PART of Lower California covered about 10,000 acres, which was near the acreage of 1918. About 90% of this crop was planted and cared for by the Guadalupe Russian colony. The yield will only average 5 bus. per acre, but the quality is very good. The farmers have had some difficulty in getting the necessary permits to ship the grain to the United States. The Mexican government has recently modified its restrictions on wheat for this locality by allowing exportation on the basis of a 5% ad valorem export duty.

## Country Elevator of Glazed Tile.

Burned clay is one of the most imperishable materials of construction; and it would seem strange that this material is not oftener found in grain elevators. Its successful adaptation to grain storage bins requires a co-operation between the designer and the manufacturer of the clay tile that is seldom found. The block must be of a shape that can be cheaply turned out by the clay-working plant; and the form must be adapted to the use of rings of strengthening metal imbedded between the layers of tile in the walls to resist the outward thrust of the grain.

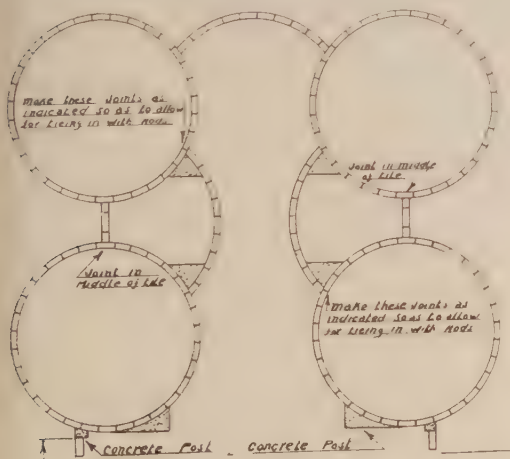
All this seems to have been accomplished in the design of the elevator built for the Farmers Union Co-operative Grain & Supply Co., at Susank, Kan., by the White Star Co., and shown in the excellent photograph herewith.

The ground plan reproduced herewith shows the arrangement of the four main bins, each 10 ft. inside diameter and 40 ft. high, there being also five interior bins, two on the work floor and three above the Eureka Cleaner, which is supported on a 4-inch concrete slab floor 10 ft. above the work floor. The storage capacity is 12,000 bus.

Curved blocks of vitrified, salt glazed Dickey Tile were used, 12x12½x5 ins., reinforced with ½-inch rods to every course.

Two dumps are provided, one holding 100 and the other 200 bus., and the one main leg elevates to the different bins and to the Richardson Automatic Scale in the cupola. The grain is weighed on a Fairbanks Wagon Scale, and the handling capacity is about 1,500 bus. an hour. The power is furnished by a 15-h. p. type Z Fairbanks Oil Engine situated in a concrete room in the basement of the warehouse.

A COM'ITE OF STRIKING EMPLOYES of the Corn Products & Refining Co., of Granite City, Ill., has been summoned to New York for a conference with officials of the company. The plant has been shut down for six weeks, following a strike for recognition of the union and closed shop rule. The strikers' representatives will be: E. R. Pritchford, pres. of the organization; D. B. Gilham, sec'y; Earl Gallo-way, representing the trade council.



File 12,000-bu. Elevator and Warehouse of Farmers Union Co-Operative Grain & Supply Co. at Susank, Kan.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—The Bower Mills Products Co. has been admitted to membership in the Grain Exchange.

Fort Smith, Ark.—The Thurman-Davis Grain Co., of Neosha, Mo., has opened a branch office here, with O. Q. Hall as mgr.

Fort Smith, Ark.—About 125 tons of baled hay was destroyed in the fire in the Western Grain Co.'s warehouse Aug. 25. Nearby residents state that shortly before the flames were discovered, an automobile stopped at the warehouse and shortly afterward left at high speed.

## CALIFORNIA

San Francisco, Cal.—The Western Pacific Grain Co., Inc., have succeeded Splivalo, McLean & Co., dealers in rice and other products.

Chico, Cal.—The Sperry Flour Co. will build a rice mill here of more than 2,000 bags daily capacity. A warehouse of 100,000 bags capacity is being erected and the company intends to have everything ready by Nov. 1.

Bakersfield, Cal.—The warehouse of the Tehachapi Hay & Grain Co. was destroyed by fire recently at a loss of about \$8,600. About 100 tons of hay and 30 tons of wheat, stored there, belonging to H. Seinteurier, was an entire loss except for a 40% salvage of the grain. There was no insurance on the hay and grain and only \$1,500 on the building. A new building will be erected.

## CANADA

Winnipeg, Man.—The Grain Standards Board will meet here Sept. 22 this year, fully a month earlier than it has ever met before.

Winnipeg, Man.—Donald Morrison was elected pres. of the Grain Exchange clearing house, and John E. Botterell recently was elected pres. of the exchange.

Vancouver, B. C.—It is reported that the Imperial Rice Milling Co. may erect a large rice and flour mill, near the water front, to cost about \$500,000.

Heaslip, Man.—I have been transferred from Enid, Mont., to Heaslip, Man. The International Elvtr. Co. did not rebuild the elvtr. at Enid that burned last May.—C. A. Barnett.

Fort William, Ont.—Alex Shelgrove has bot the Black & Muirhead elvtr. site including trackage, dock, office buildings, etc. The Black & Muirhead elvtr. was destroyed by fire in March, 1919, and has not been rebuilt.

Winnipeg, Man.—J. G. Gage, representing the Consolidated Elvtr. Co., in support of the Fort William and Port Arthur elvtrs. declared to the Board of Grain Commissioners that elvtrs. will have to go out of commission if an increased charge for cleaning is not granted.

Winnipeg, Man.—New registrations on the Grain Exchange are: Shearson, Hammill & Co., Chicago, by J. L. Smith; Ware & Leland, Chicago, by E. J. Schaack. Memberships transferred during August: C. C. Fields to C. E. Austin, Saskatoon; A. D. Guthrie to F. S. Butler, Winnipeg; A. F. Meis to E. J. Schaack, Chicago; A. C. Gary Est. to J. L. Smith, Chicago; F. V. Haven to W. C. Wold, Winnipeg.

Winnipeg, Man.—Alexander R. Hargraff, one of the best known and most popular members of the Grain Exchange, was found dead in his bed, on the morning of Aug. 29. He was on the Exchange floor the day before and appeared to be in buoyant health. He was a member of the firm, Coffee, Hargraff & Co. in 1901 when he became a member of the Exchange. Later he organized the firm Hargraff & Gooderham.

## COLORADO

Grover, Colo.—My successor, as mgr. the Farmers Elvtr. Co.'s elvtr., is A. T. Woodhorns.—John Endelman, Eaton, Colo.

Simla, Colo.—We have bot the elvtr. at this place formerly owned by J. G. Barnhill.—T. D. Phelps Grain Co., Denver, Colo.

Hoehne, Colo.—The Farmers are talking of installing some bean machinery this year.—Jamison-Conger Grain & Produce Co., Trinidad, Colo.

Trinidad, Colo.—Some bean machinery may be installed at Model by the Farmers, this year.—Jamison-Conger Grain & Produce Co., Trinidad, Colo.

Eaton, Colo.—I am mgr. of the Potato Growers Co-operative Co. with a plant here and one at Galeton, Colo. We handle grain, wholesale and retail.—John Endelman.

Denver, Colo.—The Warwick Grain Co. has opened an office here with Will L. Brown, former mgr. of the Armour Grain Co. at Wichita, Kan., as mgr. D. S. Warwick is a member of the Denver Grain Exchange, Minneapolis Chamber of Commerce and the Wichita Board of Trade.

## IDAHO

Potlatch, Ida.—Webster & Lamphere will handle grain here and at other up-river points.

Pocatello, Ida.—The Pocatello Mill & Elvtr. Co. has completed its 100,000-bu. elvtr. here. It contains 3 concrete tanks 100 ft. high and was constructed by the Burrell Engineering & Construction Co.

## ILLINOIS

Mahomet, Ill.—Harley H. Woolsey has bot an elvtr. here.

Donovan, Ill.—C. O. Rice is now mgr. of the Donovan Grain Co.

Bridgeport, Ill.—A. P. Cooper is building a concrete feed store and elvtr. here.

Teheran, Ill.—McFadden & Co. will install a Hall Signaling Distributor in their elvtr.

Rantoul, Ill.—The Farmers Elvtr. Co. is erecting a second storage tank near its elvtr.

Sheldon, Ill.—The Carpenter Grain Co. here is under the management of C. O. Gifford.

Swan Creek, Ill.—D. R. Warren, of Stronghurst, is in charge of the elvtr. owned by Bader & Co.

Heyworth, Ill.—It is reported that Harrison, Ward & Co. will rebuild here.—Their elvtr. burned Aug. 6.

Tampico, Ill.—We will construct a 65,000-bu. concrete elvtr.—Tampico Farmers Elvtr. Co., R. F. Nelson, mgr.

Pleasant Plains, Ill.—Work on the elvtr., being built by the Pleasant Plains Elvtr. Co., is progressing rapidly.

Longview, Ill.—Wm. Wiedner, of Danville, will soon become mgr. of a lumber yard and grain business here.

Millbrook, Ill.—A. J. Whitfield is mgr. of the newly organized Farmers Elvtr. Co. They recently bot an elvtr. here.

Kankakee, Ill.—We are not enlarging the capacity of our elvtr. here as has been reported.—Kankakee Farmers Grain Co.

Texas City, Ill.—W. T. Garner will not handle any grain next year but will use his elvtr. for storing the grain from his farms.

Godfrey, Ill.—The Godfrey Co-operative Elvtr. Co. has let the contract for the erection of an elvtr. to the Smith Construction Co.

Manteno, Ill.—The elvtr. owned by Leon Euziere is being improved. Grain dumps for sleighs, wagons or auto trucks have been installed.

Meekin, Ill.—We have sold our elvtr. here to the German Valley Farmers Elvtr. Co. John Rademaker is pres.—H. A. Hillmer Co., Freeport, Ill.

Charleston, Ill.—G. B. and C. M. Griffin have not rebuilt their elvtr., which was entirely destroyed by a tornado, and are not now in the grain business.

Bradley, Ill.—The wall of the elvtr. owned by the Risser Rollins Elvtr. Co. collapsed on Sept. 1, and about 500 bus. of wheat was scattered upon the ground.

Heman, (Warrensburg p. o.), Ill.—The Heman Farmers Elvtr. Co. is negotiating with me for the purchase of my elvtr. at Heman.—Victor Dewein, Warrensburg.

Astoria, Ill.—Harve Mummerts, who was agt. of the elvtr. owned by Bader & Co. at Swan Creek, has taken charge of the Farmers Elvtr. Co.'s elvtr. at this place.

Alexander, Ill.—The Alexander Co-operative Grain Co., to be capitalized at \$25,000, has not decided what it will do in respect to an elvtr. but it is probable that it will build.

Meadows, Ill.—I have repurchased my elvtr. and dwelling from the Meadows Grain & Coal Co. and will again engage in business. I take possession Oct. 1.—R. L. Rathbun.

Rapatee, Ill.—Mr. Bourne, banker of London Mills, is chairman, and E. M. D. Bracker is the local representative on the com'te to look after the plans for a farmers elvtr.

Altamont, Ill.—We have bot the C. Schumacher & Son elvtr. of 5,000 bus. capacity. Henry Burrow is pres., Frank A. Brauer, Sec'y, and H. H. Kelly, treas.—Mutual Elvtr. Co.

Owaneco, Ill.—One of the large bins of Honefenger Bros.' elvtrs. burst a few days ago and 2,500 bus. of wheat was spilled upon the ground. Most of the wheat was entirely ruined.

Shobonier, Ill.—The Shobonier Co-operative Equity Exchange has bot the elvtr. of Felger & Elmore and the grain business of the Heckethorn Produce Co. I am mgr.—H. J. Heckethorn.

Ashton, Ill.—About 4,000 bus. of oats ran out on the ground when the south side of G. M. Bergeson's elvtr. burst recently. The elvtr. was filled to its capacity and the bin that burst contained 12,000 bus.

Kankakee, Ill.—We have completed an elvtr. at Van Siding, Ill., and are operating it from this office. This is the third elvtr. for our company to acquire within the first year of operation.—Kankakee Farmers Grain Co.

Ulrich (Lovington p. o.), Ill.—We expect to have our elvtr. erected in time for the new crop of corn. Chas. A. Gregory is our pres., Spencer Ewing, sec'y, and E. L. Beall treas.—Farmers Grain & Produce Co., G. H. Brown, mgr.

Eylar, Ill.—Work has commenced on the annex to our elvtr. Ballinger & McAllister are the contractors, and the annex will hold 15,000 bus. of grain when completed. We will also install a Fairbanks Auto Scale.—Saunemin Elvtr. Co.

Illinois corporations will not be required to file anti-trust affidavits hereafter in Sept. but will be required to file annual reports with the Sec'y of State during February. Those failing to file reports by March 1st will be assessed an extra penalty of \$20.

Goodwine, Ill.—The Goodwine Grain Co. is changing to the co-operative plan and will be known as the Goodwine Co-Operative Grain Co. A new elvtr. will be erected three miles east of the present plant. I will be mgr. of both plants.—E. C. Richoz.

Oswego, Ill.—Roy Burrell, 23, employed in the Todd Elevator, was smothered to death Aug. 30 in 1,000 bus. of wheat when the floor of a bin in which he was working gave way, and dropped him to the next floor with a mass of grain and wreckage.

Rushville, Ill.—The officers of the Rushville Farmers Grain & Livestock Co., recently organized and capitalized at \$50,000, are as follows: Pulaski Reeve, pres., John L. Houston, vice president, G. W. Elfert, sec. and treas. On Aug. 27 the new company bot the elvtrs. of Graff & Co., on the C., B. & Q., for \$22,500, and will take possession as soon as Mr. Graff can ship out wheat now in store. The farmers also contemplate erecting a concrete elvtr. for additional storage.



Good Hope, Ill.—A. C. Parks has bot E. E. Snapp's elvtr.

Harpster, Ill.—We no longer own the elvtr. here.—American Grain Co., Decatur, Ill.

Clinton, Ill.—R. E. Wacker, mgr. of the E. B. Conover Grain Co. here has disappeared.

Hoopeston, Ill.—George E. and Louis V. Petry have bot the interests of Mrs. Jessie A. Jones and J. H. Jones, in the Hoopeston Grain & Coal Co. The incorporated name will remain the same and G. E. Petry will be pres. and Louis V. Petry, sec. and treas.

Muncie, Ill.—The officers of the Muncie Farmers Co-operative Elvtr. Co. are as follows: R. H. McAllister, pres., Wiley Watson, vice pres., Wilbur M. Seimer, sec., Thos. Hart, tres. Arch Hart is also a director. We have not employed a mgr. yet.—R. H. McAllister, pres.

DeKalb, Ill.—William F. Murphy, who recently sold his grain elvtr. to the Sycamore Farmers Co., enjoyed for the first time in many years a long vacation. He traveled to Oregon and Washington and as far as Alaska. He and Mrs. Murphy spent 5 weeks away from home.

London Mills, Ill.—A grain elvtr. company has been organized here with a capitalization of \$30,000. Something will be done this fall about getting a suitable building. The directors are: W. A. Sampson, A. C. Timmons, John Lauman, Frank Rehm, Frank Welsh, Richard Harris and John T. Culver.

Springfield, Ill.—T. J. Henneberry filed suit for \$4,000 to enforce payment of a share in the profits of the Lewis-Lynd Elvtr. Co.'s line of grain elvtrs. He alleges that C. R. Lewis paid him \$30,000 and contracted to pay him one-sixth of his profits in addition, for his share in the company. Suit has been brot to enforce payment.

Barclay (Buffalo Hart p. o.), Ill.—About 5,550 bushels of wheat, valued at \$11,385, burned when the Watson & Wanless Grain Co.'s elvtr. was struck by lightning late on the night of Aug. 15 and was totally destroyed. Only \$4,000 insurance was carried on the grain. Plans are being considered for the erection of a modern concrete elvtr.

Metcalf, Ill.—Frank Julian, an employe of the National Grain Co. was seriously injured recently. He had gone to the top by the manlift and was cleaning some part of the machinery. The cable broke and he dropped a distance of 65 ft. His injuries consisted of a scalp wound, a crushed hip and injured spine. He was unconscious when discovered.

Peoria, Ill.—An echo of the forgery sensation of August F. Marquardt, former bookkeeper for E. B. Conover Grain Co., was heard in the circuit court, when the American Surety Co., of New York, filed suit against the Commercial National Bank for the recovery of \$7,000 alleged to have been secured by Marquardt thru the forgery of notes bearing the company name.

Cooksville, Ill.—About 3:30 p. m. on Sept. 2, it was discovered that the elvtr. owned by the Cooksville Grain Co., was on fire. The flames burst out on top of the elvtr. and soon the building was a burning mass. The elvtr. buildings were totally destroyed and 56,000 bus. of oats and 12,000 bus. of corn was burned. The contents were insured for \$44,000 and it is expected that 40% of the grain may be salvaged. It has been announced that the company will rebuild the elvtr. at once. The salvage grain is being handled by the Chicago Grain & Salvage Co.

## CHICAGO NOTES.

The Armour Grain Co. has appointed A. E. Moses supervisor of their line of elvtrs. in Minn.

The Edward R. Bacon Grain Co., Inc., will operate the Keystone and Wabash Elvtrs. here and the Grand Trunk Elvtr. at Collingwood, Ont.

Guy E. Warren, former mgr. of E. L. Welch & Co.'s Duluth office, is now cash grain man for McCarthy Bros. & Co. He has recently been released from service.

James E. Bennett & Co. have taken considerably more space in the Postal Telegraf Bldg., where they now occupy parts of two floors with an up-to-date customers' room.

A. C. Curry, late sec'y of Mueller & Young Grain Co., is now associated with C. H. Thayer & Co. Mr. Curry will have entire charge of the shipping department and will assist in the receiving end.

Strikers recently voted to return to work at Argo on the terms of the Corn Products Refining Co.

A Board of Trade membership sold on Sept. 9 for \$10,300. This is an advance of \$1,000 over any previous sale record.

Fire in the plant of the Fleischmann Malting Co. Sept. 6 imperiled 200,000 bus. of malt and a considerable amount of barley. The blaze was discovered about 6 a. m. when few workmen were on the premises. Fifteen companies responded to the alarm and quickly put out the fire, which caused but little loss.

Sam Beaumont, who was in charge of the cash grain department of the South Bend Elvtr. Co., died recently following a protracted illness. Prior to his connection with the South Bend Elvtr. Co., Mr. Beaumont was with McKenna & Rodgers. He was a well known handler of cash grain and had recently sold his membership in the Board of Trade.

Two Board of Trade memberships sold recently at \$9,300 each. New members are: Richard C. Plater, Leon Israel, E. L. Hitch, F. J. Murphy, Lester E. Thomas, John S. Reddy, V. E. Herter, L. S. Bache, and E. K. Scheffel. The following have transferred their memberships: A. P. Walker, N. DeGolyer, M. L. Hanison, N. B. Updike, J. P. Benkard, F. I. Morris, S. T. Edwards, Clarence Cole and H. P. Watson.

Norman W. Bartlett, former member of the Chicago Board of Trade, and son of W. H. Bartlett, Sr., former head of Bartlett-Frazier Co., died Sept. 5 on board a special train that was bringing him to Chicago. He contracted pneumonia on his ranch at Vermejo Park, N. M., and was advised by his physician that he did not have long to live. His brother, Wm. H. Bartlett, who was at Santa Barbara, Cal., hastened here to the funeral.

To promote car efficiency, an understanding was reached with the Illinois State Grain Inspection Department to inspect grain coming in over the New York Central, Erie, Chesapeake & Ohio and Monon, at their break-up yards across the State Line, in Indiana, instead of bringing the cars to Englewood in the case of the NYC and to 51st Street, in the case of the other three roads, necessitating a back haul in many instances when final disposition was given. It takes longer to get the samples of the grain to the Board of Trade under this arrangement, therefore we have advised the four roads named that the free time of 24 hours allowed for disposal will be calculated from the time the inspection is reported by the Inspection Department. This arrangement to be subject to change on notice, if it does not work out mutually satisfactorily.—J. H. Brinkerhoff. The arrangement above set forth took effect about Nov. 1, 1918, and all demurrage bills not in conformity therewith should be sent to this the Transportation department of the Board of Trade for readjustment.

## INDIANA

Lincoln, Ind.—The Lincoln Elvtr. Co.'s new office and scales will soon be ready for use.

Royal Center, Ind.—The Farmers Co-operative Elvtr. Co. has bot the elvtr. of Charles Ashpaugh.

McCordsville, Ind.—I have bot G. B. McBain's interest in the McCardsville Grain Co. and am mgr.—O. O. Smith.

Ade, Ind. (Brooks, p. o.).—The Farmers Co-operative Co. has been incorporated with a capital stock of \$50,000.

Delphi, Ind.—Roach & Rothenberger Milling Co. has succeeded Roach & Rothenberger. The capital stock is \$20,000.

Indianapolis, Ind.—Carl D. Menzie of the Carl D. Menzie Grain & Brokerage Co. is a member of the Board of Trade.

Oxford, Ind.—The Oxford Grain Co. has let the contract for the erection of a \$26,000 cement elvtr. to be erected at once.

Evansville, Ind.—J. C. Dodds has been named as corporate agt. for A. Waller & Co., Inc., who recently bot the Union Elvtr. here.

Goodland, Ind.—At a meeting of the farmers it was decided to buy or build an elvtr. here. A com'te was appointed to solicit and sell stock.

Buckeye, Ind.—Dewey Zent had three ribs broken and received a bruise on the forehead while unloading grain at the Furr & Cohee elvtr. recently. While removing the end gate his foot slipped causing him to fall in the elvtr. dump.

Evansville, Ind.—Wilburn Erskine, sec. and treas. of the Akin-Erskine Milling Co., died Aug. 29, after an illness of several months.

Horace, Ind.—The Farmers Co-operative Co., incorporated; capital stock, \$25,000; directors: Earl E. Robbins, Elda H. Pavy, W. F. Storms.

North Vernon, Ind.—Will J. Hare has bot a lot adjoining the Big Four Railroad and will erect a grain elvtr. Mr. Hare plans to build the elvtr. of concrete and vitrified tile.

Evansville, Ind.—The Ohio Valley Seed Co. will build a five story mill and grain elvtr. soon. The capital stock of the company has been increased from \$25,000 to \$100,000.

Greensburg, Ind.—Will H. Schorling, who has been the leading man in the Wm. Nading Grain Co.'s elvtr. for past four years, has tendered his resignation to take effect Oct. 1.

Linden, Ind.—Farmers in this vicinity are organizing a company for the purpose of erecting an elvtr. The contract is to be let soon. Thos. Wilkins, Henry Shobe and others are stockholders.

Poneto, Ind.—The overloaded condition, because of the inability to get cars, is responsible for the bursting of the elvtr. of the Farmers Elvtr. Co., on Aug. 13. About 3,000 bus. of oats poured upon the ground.

Newport, Ind.—The big grain elvtr. owned by the Wm. A. Prillaman estate caught fire about 11 a. m., Aug. 26, and was totally destroyed. The elvtr. has been operated by Glenn Prillaman.

Peru, Ind.—Harry Knepp, driver for the Peru Farmers Elvtr. Co. was seriously injured recently. One of his horses became frightened and in plunging knocked Knepp down and trampled on his breast and abdomen. It is expected that he will recover.

## IOWA

Rake, Ia.—Joe Larson is the new mgr. of the Farmers Elvtr. Co.

Sigourney, Ia.—The Bruns Seed Co. has leased the Sigourney elvtr.

Tingley, Ia.—A new metal roof has been put on the Tingley Elvtr.

Independence, Ia.—Fred B. Maynard has succeeded Jost & Maynard.

Clarinda, Ia.—Albert Glasgow is the new mgr. of the Farmers Elvtr. Co.

Huntington, Ia.—C. O. Hoff, formerly of Livermore, has bot an elvtr. here.

Auburn, Ia.—M. P. Typper is now mgr. of the elvtr. of the Farmers Grain Co.

Fairfax, Ia.—The Farmers Grain & Coal Co.'s elvtr. was recently destroyed by fire.

Garner, Ia.—Frank Kluckhohn has resigned his position with the Farmers Elvtr. Co. here.

Ashton, Ia.—F. M. Ovel has succeeded R. C. Yappen as treas. and mgr. of the Farmers Elvtr. Co.

Larchwood, Ia.—We have sold our elvtr. here to the Davenport Elvtr. Co.—Moreland & Shuttlesworth.

Des Moines, Ia.—Mayer-Holbrook & Co. have opened an office here under the management of W. S. Beall.

Lorah, Ia.—Nelson & McCaustland have bot the elvtr. of C. A. Brick. Mr. Brick will remain as mgr.—F. A. Campbell & Son.

Muscataine, Ia.—We intend to erect a concrete elvtr. and feed warehouse next spring.—McKee Bros., L. R. McKee, mgr.

Randolph, Ia.—Thomas Aiken, formerly of Shenandoah, Ia., is mgr. of the newly organized Farmers Co-operative Elvtr. Co.

Gifford, Ia.—J. F. Weaver, of Quinby, has bot the elvtr. of H. C. Moore. Mr. Weaver was mgr. of the Farmers Elvtr. Co., at Quinby.

Davenport, Ia.—Thomson & McKinnon are opening a branch office here. A. W. Houston, formerly of the Chicago office, will be mgr.

Nevada, Ia.—Frank Booher, for eight years mgr. of the Farmers Elvtr. Co., has resigned, and will become mgr. of an elvtr. at Garwin, Ia.

Gilbert, Ia.—We have purchased a new 10 ton-Fairbanks truck scale and expect to install a motor yet this fall.—A. J. Mabie & Sons.

Lewis, Ia.—Philip Kerchener, whose elvtr. at Griswold burned last Feb., has been engaged as mgr. of the Farmers Union Elvtr. Co.'s elvtr.



Geneva, Ia.—H. E. Luke, who sold his elvtr. here to the Farmers Elvtr. Co., was elected mgr. for the coming year.

Fontanelle, Ia.—We will put in a feed mill and a hoist for a truck dump soon. It is possible that we will build a warehouse next spring.—Farmers Co-operative Co.

Walcott, Ia.—Stockdale & Maack Co. has sold its elvtrs. at Claversdale and Little Rock but will continue in their track work and cleaning house business here.

Persia, Ia.—The Farmers Co-operative Elvtr. Co., recently organized, purchased the plant of the Des Moines Elvtr. Co. and will deal in grain, live-stock, coal and feeds.

Sioux City, Ia.—J. T. Scroggs & Co., of Beresford, S. D., have purchased a membership in the Board of Trade and have opened offices here. Ralph E. Mangan is mgr.

Davenport, Ia.—The Fleischmann Malting Co., of Cincinnati, O., has bot the plant and elvtr. of the Davenport Malt & Grain Co. All the former employes will be retained.

Sioux City, Ia.—Ralph C. Wright, federal grain supervisor of Minneapolis, has been appointed supervisor for the Sioux City territory and will open offices here about Oct. 1.

Colwell, (Charles City p. o.), Ia.—The Colwell Exchange, whose elvtr. burned on July 13, has let the contract for the erection of a tile concrete and steel elvtr. with 25,000 bus. capacity.

Sioux City, Ia.—Plans and specifications for the one million bushel Mariner Terminal Elevator are being made by the Sherman Engineering Co. The construction work will be done by Younglove Construction Co.

Newell, Ia.—We have installed a new leg and larger buckets with an elevating capacity of 2,000 bus. per hour. We have built a new cupola 10x20x18 on our main building.—R. B. Galbraith & Co., E. M. Galbraith, mgr.

Ontario, Ia.—A company, composed of Ames business men and farmers who reside near here, has been organized and it will erect an elvtr. soon. They have purchased the site of the Farmers Grain Co. for \$2,500. L. E. Mun-singer is at the head of the movement.

Des Moines, Ia.—An average of about 45 cars of grain have been received daily, thru the newly organized Board of Trade since Aug. 1. Grain may be inspected, sampled and sold by 9:30 a. m. The organization is looking for a permanent location in the board of trade building where sufficient quarters may be secured for the cash grain floor, pit, offices and inspection rooms.

Edna, Ia.—We are building an up-to-date fire-proof elvtr., consisting of 2-11 and 2-12 foot tanks 75 ft. high, with intersections between tanks large enough for five good sized hopper bins, and space for leg and manlift. The elvtr. is of reinforced concrete equipped with Fairbank's 10-h.p. Oil Engine, 300-bu. hopper scales, suction dust collector, up to date dumps and large cups with rope drive. The elvtr. will have a capacity of 35,000 bus. and we expect to have it finished by Oct. 1. The Burrell Engineering & Construction Co. has the contract.—Edmonds-Londergan Co., Peter M. Nielsen, local agt.

Ellston, Ia.—Our elvtr. at Ellston, which burned Aug. 18, probably caught fire from a hot box. The building is a total loss. The elvtr. was full to the top with wheat and oats; not a very heavy loss on grain as there was no fire department to throw water on it, consequently, the outside of the elvtr. burned off and the grain piled down into the basement, which was clean with a concrete floor, so the salvage was of good quality and not a great loss. This building will be rebuilt immediately. The new house will be the same as the old one with a capacity of 20,000 bus. We will be equipped with a full line of machinery for shelling corn and cleaning wheat. The material has all been purchased and will be on the ground within 10 days or two weeks.—O. A. Talbot Co., Keokuk, Ia.

## KANSAS

St. Francis, Kan.—Anderson Bros.' elvtr. has been completed.

Sterling, Kan.—R. P. Stone is now mgr. of the elvtr. of the Sterling Milling Co.

Rexford, Kan.—C. E. Hartwell is the new mgr. of the Farmers Elvtr. Co.

Bremen, Kan.—Fred Crone will install a Boss Air Blast car loader in his elvtr. here.

Belpre (Charlet p. o.), Kan.—Ray Field is the mgr. of our elvtr. here.—Laird & Gibson.

Erie, Kan.—J. S. Zink has succeeded H. D. Collins as mgr. of the Farmers Union Elvtr.

Marion, Kan.—The Karl Ehrlich Grain Co. is changing its business plant to an alfalfa mill.

Plains, Kan.—The Reno Flour Mills Elvtr. was damaged by fire during the night of Aug. 31.

Dodge City, Kan.—The Davidson Grain Co. of Hutchinson, Kan., will open a branch office here.

Cambridge, Kan.—The elvtr. being built by the Cambridge Elvtr. Co., is nearing completion.

Seneca, Kan.—Henry Walte is no longer mgr. of the Farmers Elvtr. at this point.—Herries Bros.

Penalosa, Kan.—The Farmers Grain & Mercantile Co. has installed an automatic truck dump.

Robinson, Kan.—T. E. Ruchler, who has been mgr. of the Farmers Elvtr. Co.'s elvtr., has resigned.

Seguin Kan.—The elvtr. of which E. C. Forney has charge is that of the Kansas Flour Mills Co.

Wilmore, Kan.—The Wilmore Grain & Mercantile Co. has installed a new truck dump in its elvtr.

Liberal, Kan.—J. R. Bolin is mgr. of the Bolin-Hall Grain Co.'s elvtr. which has just been rebuilt.

Liberal, Kan.—Wallace Branch is now representing the Light Grain & Milling Co. as traveling salesman.

Otis, Kan.—The Farmers Union Co-operative Ass'n has installed a Boss Air Blast car loader in its plant here.

Washington, Kan.—I have left Gretna, Neb., and am now agt. for the Duff Grain Co. here.—Charles Tyrell.

Strickler (Iuka p. o.), Kan.—The Strickler Co-Operative Co. has equipt its elvtr. with a Hall Signaling Distributor.

Palmer, Kan.—The elvtr. owned by the Baker-Crowell Grain Co. burned recently. It contained 4,500 bus. of grain.

Coffeyville, Kan.—Slight damage was done to the Rea-Patterson Milling Co.'s elvtr. by a tornado and wind storm recently.

Liberal, Kan.—The Grain & Milling Co., owned by C. M. Light has installed an oil engine to replace the electric motor.

Beval, Kan.—The elvtr. being built by the Farmers Co-operative Elvtr. Co. has been completed. It has a capacity of 20,000 bus.

Wellsville, Kan.—The elvtr. belonging to the Farmers Union Elvtr. Co. was struck by lightning recently but little damage was done.

Chanute, Kan.—Some one broke into the office of the Wickard Grain Co. recently and stole a shotgun, belonging to D. K. Wickard.

Lyndon, Kan.—Anstaett Bros. have moved their feed and grain business to the elvtr. of the Lyndon Grain Co., of which they are proprietors.

Protection, Kan.—Plans are under way for the construction of a \$20,000 concrete fireproof elvtr. to be built here by The Arkansas City Milling Co.

Ellis, Kan.—We are building 8 concrete tanks with 20,000 bus. capacity each. The Burrell Construction Co. has the contract.—Hays City Flour Mills, Hays City, Kan.

Woodston, Kan.—The Thomas Shutts Grain Co. has leased the elvtr. from the Woodston Mercantile & Shipping Ass'n for one year.—F. F. Jones, mgr.

Ellsworth, Kan.—My elvtr. which has been remodeled recently, is the old Midland Elvtr. Geo. Lafferty is not handling grain or coal now.—C. H. Veatch.

Wichita, Kan.—T. E. Raymond has purchased the Board of Trade membership of W. T. Williams; and Albert V. Williamson, the membership of Jules Smith.

Pratt, Kan.—Some one entered the building, pried open the cash box in the safe and stole about \$36 while E. H. DuPont, mgr. J. H. Magruder's mill, was out of the office for a few minutes.

Spring Hill, Kan.—Our elvtr. is completed and filled to the top. The grade for our side track is being completed so we will soon have

the side track switch in. Our house has 20 by 40 ft. ware room with a large basement.—Farmers Union Elvtr. Co., F. E. Heath, mgr.

Dodge City, Kan.—L. D. Flanagan; formerly mgr. of the Dodge City Flour Mills, has bot an interest in the Dodge City Alfalfa Milling, Elvtr. and Supply Co.

Montezuma, Kan.—There never was a Farmers Equity Union here. We are the only farmers elvtr. here.—Farmers Grain & Lumber Co., M. J. Long, mgr.

Larned, Kan.—Work on the new elvtr. of the Associated Mill & Elvtr. Co. may commence soon. A site has not been selected as yet. It will have a capacity of 500,000 bus.

Garden City, Kan.—The Garden City Co-op. Equity Exchange has bot the elvtr. of J. E. Kirk, and has succeeded him in business. H. H. Everly is mgr. for the new owner.—Cal.

Smith Center, Kan.—We have bot the elvtr., known as the Home Grain Co. elvtr., from the Smith Center Co-operative Mill, Elvtr. & Light Co.—Derby Grain Co., B. E. Stratton, mgr.

Wellsville, Kan.—Our elvtr. was recently completed and we began taking in wheat Aug. 14, and have it full now.—D. W. Mowrey, mgr. Farmers Union Co-operative Business Ass'n.

Halstead, Kan.—No damage was done to our plant by fire. Spontaneous combustion in one of the coal bins caused some smoke but no damage was done.—Farmers Grain, Stock & Mercantile Co.

Hutchinson, Kan.—Most of the concrete has been poured for the 8 cylindrical tanks that are being added to the plant of the Reno Flour Mills Co., and they should be ready to receive grain shortly. These tanks will have capacity for about 300,000 bus.—Cal.

Wichita, Kan.—Grain men here feel chagrined over the sudden dismissal of A. A. Dunmire, asst. state grain inspector at Wichita for the past six years. Mr. Dunmire is well known and very popular among the grain men and has established a reputation for efficiency, and the sudden request for his resignation is hard to understand.

Hutchinson, Kan.—The Hutchinson Board of Trade will maintain a booth at the Kansas State Fair, to be held here Sept. 13-20. It will be decorated in a manner to suggest the work of the members of the board in the handling of grain, and there will be some one present at all times to give information to visitors on the service rendered by the Ass'n in distributing the great crops grown in Kansas.—Cal.

Hutchinson, Kan.—Work on the Security Elvtr. Co.'s elvtr. here is progressing rapidly. It is hoped to have the working house ready to handle grain by Oct. 1. The capacity of the plant will be 450,000 bus. Sixteen storage tanks are being put up. The working house will be 174 ft. high and cover a space of 38 by 64 ft. The equipment to be used includes 15 Westinghouse Motors, 3 Howe Hopper Scales, a Eureka Clipper, and a Eureka Cleaner. The elvtr., which is to be of reinforced concrete, will be a terminal house for the 15 country stations operated by the Security Elvtr. Co. It will be a public house and is located on the tracks of the C. R. I. & P. R. R. and Santa Fe.—G. C. H.

## KENTUCKY

Providence, Ky.—We will make some changes and improvements on the Phoenix Flour Mill & Elvtr. before another season.—Young & Bishop.

## MARYLAND

Ellicott, Md.—The Gambrill Milling Co. of Baltimore, will build a \$200,000 milling plant here. This plant will have a daily production of 10,000 cases of cereal specialties.

### BALTIMORE LETTER.

E. Steen & Bro. are installing a second car loader in their elvtr.

Donald K. Belt and Warren A. Blake have been admitted to membership in the Chamber of Commerce.

## MICHIGAN

Elsie, Mich.—The Elsie Elvtr. Co., incorporated; capital stock, \$30,000.

Oakley, Mich.—The Oakley Elvtr. Co., incorporated; capital stock, \$10,000.



Chesaning, Mich.—The Chesaning Farmers Elvtr. Co. is building a large warehouse.

Amble, Mich.—The Amble Elvtr. Co. has purchased the Waldo Elvtr. here.—E. L. Wellman.

Onsted, Mich.—A Hall Signaling Distributor was installed in the elvtr. of the Onsted Co-op. Ass'n.

Saginaw, Mich.—The Michigan Bean Co., formerly of Port Huron, has moved its head office here.

Union City, Mich.—The Farmers Co-operative Ass'n of northern Branch county is planning to build an elvtr. here.

West Branch, Mich.—The Ogemaw county grange has purchased the site for a co-operative elvtr. in this city.

Freeland, Mich.—The Peoples Grain Co. elvtr., owned by Oliver A. Beach & Sons, burned Aug. 26. Loss, \$65,000, and only partially insured.

Battle Creek, Mich.—The Carpenter Grain Co. has become the Carpenter-Osmer Grain Co. Mr. Osmer was formerly located at Owosso.

Edwardsburg, Mich.—The Carpenter Grain Co. operates the Corn Transfer Elvtr. here. Carpenter & Carlisle, a new firm, operates a country elvtr. here.

Homer, Mich.—We bot out the F. E. Nowlin Co. here. Geo. Brockway is pres. and C. D. Sabin is sec'y and treas.—J. F. Swartwout, mgr. Homer Farmers Elvtr. Co.

Houghton, Mich.—The Houghton Mill & Elvtr. Co. will be incorporated with about \$75,000 capital stock. The work of building the mill will be started soon.

Woodville, Mich.—Thomas Hartwick, who has been agt. for the Cass City Grain Co., will go to Pinconning to help in the management of the East Michigan Grain & Bean Co.'s elvtr.

Grass Lake, Mich.—We are incorporated as the Grass Lake Farmers Elvtr. Co. and Geo. E. Starr is pres., Frank H. Shelly, sec'y and treas. and C. E. Wolfinger, mgr.—Grass Lake Farmers Elvtr. Co.

West Branch, Mich.—The West Branch Grain Co. did not rebuild its elvtr. I have bot the site and intend to build on it next year. I have sold my elvtr. to the Farmers Co-operative Ass'n.—Geo. J. Diebold.

Pinconning, Mich.—The East Michigan Grain & Bean Co. recently purchased the Northern Elvtr. Co., owned by the Klumpp family. It will be under the management of Thomas Hartwick, C. E. Thomas, and Joseph Frutchey.

Coopersville, Mich.—Coopersville Co-operative Elvtr. Co., incorporated; capital stock, \$20,000; officers: George Wallis, pres., Frank I. Stephens, vice pres., Everett Collar, sec., Warren Jasper, treas., George Portvliet, Ellis Peck, Frank Hambleton, directors.

Port Huron, Mich.—We have taken over the business and equipment of the Michigan Bean Co., which has moved its head office to Saginaw. We will handle wholesale hay, grain, beans, and feedstuffs. Before the organization of our new company, Mr. A. L. Chamberlain was gen. mgr. and treas. of the Michigan Bean Co., Mr. H. D. Jeffords was pres. of the H. D. Jeffords Co., of Marlette, and Mr. E. C. Holmes had been identified with the bean and grain business at Mt. Pleasant, Marlette, and other points.—Chamberlain-Holmes-Jeffords Co.

## MINNESOTA

Backus, Minn.—The H. C. Ervin Co. is building an elvtr. here.

Pine River, Minn.—The H. C. Ervin Co. is building an elvtr. here.

Pequot, Minn.—The H. C. Ervin Co. has bot the mill and elvtr. here.

Clarkfield, Minn.—Fire destroyed the Clarkfield Roller Mill recently.

Delhi, Minn.—George Leslie is agt. for the Great Western Grain Co. here.

Fairfax, Minn.—Henry Schuchard is mgr. of the elvtr. of the Farmers Elvtr. Co.

Elysian, Minn.—Geo. T. Murray plans to build an elvtr. 24x40 ft. three stories high.

Kensington, Minn.—Work on the elvtr. of the Farmers Elvtr. Co. is progressing rapidly.

Albany, Minn.—Gardin & Warnet have bot the elvtr. formerly owned by Kraker & Wertin.

Bogards, (Cologne p. o.) Minn.—Gerhard Fluesman is mgr. of the elvtr. that we sold this spring.—Cologne Mill Co.

Morten, Minn.—Wm. Barrows has succeeded A. E. Moses as mgr. of the Armour Grain Co.'s elvtr. here.

Strathcona, Minn.—The farmers have raised over \$12,000 towards the building of a co-operative elvtr. here.

Ormsby, Minn.—The capital stock of the Farmers Elvtr. Co. has been increased from \$10,000 to \$25,000.

Litchfield, Minn.—The Equity Society has bot out the Monarch Elvtr. Co. Richard Welch has been in charge.

Stephen, Minn.—The Stephen Farmers Co-operative Co. has begun operations in the old Lars Mikkelsen elvtr.

Blakely, Minn.—The elvtr. owned by M. O'Neill has been practically rebuilt. It is now ready to receive grain.

West Concord, Minn.—The elvtr. here was destroyed by fire recently. About 3,000 bus. of grain was in the elvtr.

Detroit, Minn.—C. L. Holloper, formerly of Wooster, O., has bot the Detroit Grain & Fuel Co. from C. Steinkopf.

Litchfield, Minn.—The Equity Society purchased the elvtr. of the Monarch Elvtr. Co. G. S. Skeim will be mgr.

Wheaton, Minn.—I have bot the elvtr. formerly owned by H. A. Quast and have taken possession.—M. Hanson.

Ada, Minn.—The Ada Equity Elvtr. has been opened under the management of A. A. Pankratz, formerly of Beulah, N. D.

Greenbush, Minn.—The elvtrs. here and at Gader will soon enter into the Equity Co-operative Exchange line of elvtrs.

Wendell, Minn.—The elvtr. owned by the Equity Co-operative Exchange was opened for business with I. O. Kaasa as buyer.

Pipestone, Minn.—We will gain possession of our elvtr., recently purchased from I. L. Demaray Co., on Mar. 1, 1920.—Tobias Bros.

Lake City, Minn.—Julius Boehlke will take the position as mgr. of our elvtr., to succeed Mr. Von Helmst.—Jas. A. Smith Elvtr. Co.

Battle Lake, Minn.—J. A. Kennedy, who has been mgr. for the Monarch Elvtr. Co. here for several years, has been transferred by the company.

St. Cloud, Minn.—We are building elvtrs. at Pine River, Minn., and at Backus, Minn., and have bot the mill and elvtr. at Pequot, Minn.—H. C. Ervin Co.

Tyler, Minn.—W. E. Idler, former mgr. of the Spring Brook Farmers Elvtr. Co. at Spring Brook, N. D., is now mgr. of the Lincoln Grain Co. at this place.

Argyle, Minn.—The Argyle Farmers Grain Co.'s elvtr. recently purchased from the National Elvtr. Co. will be under the management of F. E. Barsaloux.

Bricelyn, Minn.—Bricelyn Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators: H. E. Gullord, John K. Melan, R. J. Havnen, A. E. Larson.

Wabasha, Minn.—Six large storage tanks with 100,000 bus. capacity, 82 ft. high and 20 ft. in diameter, are being constructed for the Wabasha Roller Mills Co.

Detroit, Minn.—C. W. Johnson of Ogema bot the plant of the Andrews Grain Co. He will move his family here and will be in personal charge. S. B. Coyle will assist him.

Argyle, Minn.—A. W. Headrick's elvtr. has been repaired, a concrete foundation is being built, a manlift is being installed, and the driveway is being rebuilt.—T. Chandler.

Akely, Minn.—McConville Bros. have commenced work on the construction of a modern elvtr. which will be located immediately east of the Jordan warehouse, now under construction.

Little Falls, Minn.—J. W. Stephenson is in charge of the Northwestern Milling Co.'s offices which have been moved to Minneapolis. The local office will be maintained here with Mr. Wiemer as general mgr.

Westbrook, Minn.—Rudolph Hubin has succeeded Bert Milligan as mgr. of the Farmers Elvtr. Co. Mr. Hubin was formerly mgr. of the Farmers Elvtr. Co. at Dundee, Minn., and has been succeeded there by Mr. Appel. Mr. Milligan, who had been mgr. here for eight years, has accepted a position as traveling solicitor for the Farmers Elvtrs. Commission Co. of Minneapolis.

Henning, Minn.—I have bot the Atlantic Elvtr. here, of which J. H. Whiting was mgr. We are installing a 7½ electric motor and a fanning mill and will operate the elvtr. with electric power.—E. P. Tschabold.

Fountain, Minn.—A. K. Stephenson is in charge of the elvtr. of the La Crosse Grain Co. here. C. E. Stockman, the former mgr., has gone to Cannon Falls, Minn., to manage the elvtr. of the LaCrosse Grain Co. there.

White Bear, Minn.—The elvtr. owned by Chas. Wigand burned Aug. 16 with a total loss of about \$43,000. The building was valued at \$40,000 and contents at \$3,000. The fire started at 12:30 a. m. and was not thoroly checked until 3:00 a. m.

Marshall, Minn.—A new flour unit is in the course of construction and when completed, the mill of the Marshall Milling Co. will have a daily capacity of 3,000 barrels. Chas. Vogel is pres., H. L. Beecher and Wm. Silverson, vice presidents, C. M. Hegglund treas., and Franklin Edwards, sec'y and gen. mgr.

Northcote, Minn.—The elvtr. is being remodeled; a 22x7x8 pair of double legs with 12" cups, a large size cleaner, and Scale with platform dump are being installed. They are going to have a rope drive and a 15-h.p. Fairbanks Y type Engine, a 16x16 engine house and an office of the same size. The elvtr. has a 30,000-bu. capacity.—Northcote Farmers Elvtr. Co., H. Sholes, mgr.

## DULUTH LETTER.

The Board of Trade has admitted Jackson Bros. & Co. to firm membership and the Hagen Grain Co. to corporation membership.

The Board of Trade sampling buro will charge a fee of 50c for sampling cars of grain, for the coming year, beginning Sept. 1.

After two years service in the army, Max F. Rheinberger has resumed his former position as cash buyer with the Standard Grain Co.

John H. MacMillan, Jr., Frank W. Falk, W. W. Walker and Denman F. Johnson have been admitted to membership in the Board of Trade.

The following fees have become effective on the Board of Trade: Buying and selling for future delivery, rye, ¼c per bu.; flaxseed, ½c per bu.

C. T. Mears of the Itasca Elvtr. Co. was elected a member of the Board of Trade arbitration com'te recently, to fill the vacancy created thru the appointment of W. B. Joyce on the board of directors.

G. H. Spencer has made an application for the transfer of his Board of Trade membership to G. B. Hathaway, and A. D. Thomson has applied to have his transferred to G. P. Harbison. Both Mr. Hathaway, and Mr. Harbison have recently been released from military service. The former will resume his old position on the trading floor with the Consolidated Elvtr. Co., and the latter with A. D. Thomson & Co.

## MINNEAPOLIS LETTER.

Anamoose Grain Co., incorporated; capital stock, \$50,000; incorporators: R. P. Woodworth and others.

S. R. Clark of McCabe Bros. Co., of Duluth, has purchased a membership in the Chamber of Commerce Ass'n.

Application for membership in the Chamber of Commerce Ass'n has been made by E. N. Keller, Ward A. Rhea and W. H. White.

The following have applied for membership in the Chamber of Commerce: Robert B. Kinney, Eugene Askegaard, W. B. Ireys, Arthur J. Lahiff, C. M. Hales and Ralph W. Scroggins.

The name, Scroggins McLean Co., has been changed to the Scroggins Grain Co. There has been no change in the personnel of the company as Mr. McLean has been out since August, 1918.—Scroggins Grain Co.

The government has again issued licenses to the 13 mills and elvtrs. owned by the Osceola Mill & Elvtr. Co. They were revoked some time ago on the grounds that the company refused to give up \$12,000 to the government.

The Chamber of Commerce Ass'n, by a vote of 250 to 106, carried an amendment to the rules of the ass'n in regard to disposition orders. The amendment is as follows: "All cars of grain or seed sold on arrival or to arrive shall be 'ordered' to the unloading industry, or to the outgoing railroad yards by means of a disposition order. It shall be the duty of the seller to deliver to the buyer, and it shall be the duty of the buyer to demand of the seller, at the time of payment for such grain or seed,



the duly authorized duplicate disposition order properly signed by the railroad joint agent or his representative. Such duplicate disposition order should be attached to invoices based on final weights or to requests for advances in connection with cars sold to go out of town."

At a meeting of grain commission men, elvtr. mgrs. and bankers, the recently adopted amendment to the rules regarding a uniform disposition order was discussed and they demanded the turnover order before loading out cars they have taken in for customers, or a bond to protect them from loss.

## MISSOURI

Houstonia, Mo.—Harlan & Rice have bot the Farmers Elvtr. Co.'s elvtr. here.

Easton, Mo.—The Easton Elvtr. Co. has succeeded E. A. Allgaier in the grain business here.

Bunceton, Mo.—The Farmers Grain Co. has installed a Hall Signaling Distributor in its elvtr.

Chesterfield, Mo.—A Boss Air Blast car loader will be installed by the Farmers Elvtr. & Supply Co.

Drexel, Mo.—The Farmers Elvtr., Mercantile & Manufacturing Co. incorporated; capital stock of \$25,000.

Excelsior Springs, Mo.—Thomson & McKinnon are opening an office here with G. L. Bingham in charge.

Eldorado Springs, Mo.—We have installed a 25 bbl. Midget Mill in connection with our elvtr.—New Milling & Grain Co., J. W. Eddlemon.

King City, Mo.—The Farmers Union Elvtr. Co., which was recently established here, has been incorporated with a capital stock of \$25,000.

Eldorado Springs, Mo.—The New Milling & Grain Co. has been organized with C. H. Cook, J. W. Eddlemon and W. H. Melton, members of the firm.

Lebanon, Mo.—The two elvtrs. being built here will cost about \$30,000 each. One is being built by Dean M. Martin and the other by The Farmers Elvtr. Co.

Laclede, Mo.—We are contemplating adding crib room for about 100,000 bus. of corn on our Missouri territory.—O. A. Talbott Co., W. V. Shell, mgr. Mo. territory.

Braymer, Mo.—James E. Cornett is pres. and Edgar Goll, vice pres. of the Farmers Co-operative Ass'n. C. B. McCartney is sec'y and mgr. —Farmers Co-operative Ass'n.

Greenwood, Mo.—Alvah Browning has put up a portable elvtr. here and is loading grain for shipment to Kansas City. Several years ago the elvtr. at this place burned.

Eldon, Mo.—The Rock Island Elvtr. Co. will build a new feed house, 30 by 70 ft. It will be conducted in connection with the elvtr. feed mills and coal bins now established at the Rock Island yards.

Jamesport, Mo.—The mill and grain elvtr. owned by Homer Musselman was entirely destroyed by fire on Aug. 20. The fire started about 6 p. m. and in spite of efforts to quench the flame, the entire mill and elvtr. went up in smoke. The loss included 2 carloads of wheat, one carload of timothy seed and one carload of grass seed. The loss amounted to several thousand dollars and it is said no insurance was carried.

## KANSAS CITY LETTER.

Paul Bartlett, of the Hall-Baker Grain Co., has been elected to membership in the Board of Trade.

The Terminal Elvtr. has added a grain consignment department to its organization with Robert Y. Smith as mgr.

W. H. Bickel has withdrawn from our service, at Kingman, Kan., and the management is now in charge of C. A. Mertz.—The Kemper Grain Co., W. A. Hinchman, pres.

## ST. JOSEPH LETTER.

D. C. Gross, who has been with the Aunt-Jemima Mills Co. here, is now at Chicago.

King, Farnum & Co. have opened up a ware house at St. Joseph, with Milton T. Logan as manager.

Milton Logan has organized the Logan Grain Co. here and the firm will be under his personal direction.

Henry S. Fogg of the Excello Feed Mills has applied for transfer to himself of the F. M. Spees membership in the St. Joseph Grain Exchange.

C. A. Addington, formerly with the Holdridge Grain Co., has opened up offices in the name of the Addington Grain Co., and is doing a receiving and shipping business.

Application has been received for the transfer of membership now in the name of B. K. Black, to B. V. Wasser, manager of the Shannon Commission Co., St. Joseph.

The G. W. Helm Grain Co. recently received on consignment a 123,400-pound car of No. 3 red wheat—the largest car ever received on the St. Joseph market, according to the local grain men.

## ST. LOUIS LETTER.

John Mackey, John Mullally and Martin J. Mullally, Jr., have applied for membership in the Merchants' Exchange.

The charge for inspection "in or out" and for re-inspection, by the Missouri State Grain Inspection dept. will be \$1 per car.

The Merchants Exchange has voted upon a proposition to prevent speculation and profiteering in membership certificates in the Exchange.

The contract for the renovation of the grand hall of the Merchants Exchange has been let, so as to have it ready for the Grain Dealers National convention, Oct. 13, 14 and 15.

William Henry, former supervisor with the U. S. Dept. of Agriculture, who has been with the Wilson Sampling Bureau for the past 14 months, has applied for membership in the Merchants Exchange. He is now with Standard Tilton Milling Co.

J. A. Bushfield has received his discharge, after serving two and one-half years in the army, and has opened offices in the Pierce bldg., St. Louis, under the name Bushfield Grain Co., to do a receiving and shipping business. While in the army he was at Ft. Sheridan, Camp Grant and Washington, D. C., in the forage branch, and when discharged he was a major, chief of the forage branch in the Quartermaster General's office. For a number of years prior to going into the army he was in the brokerage business at St. Louis, Omaha, Wichita, and Ft. Worth, and has many friends who are glad to see him return to the grain trade field.

## MONTANA

Billings, Mont.—The Montana Grain Growers Ass'n has bot the elvtr. formerly owned by the Farmers Elvtr. Co.

Devon, Mont.—The International Elvtr. Co. has not rebuilt its elvtr. that burned last March, because of the total crop failure here.

Nashua, Mont.—O. J. Christianson has opened the elvtr. owned by Winter-Truesdale-Ames. A few minor repairs are being made.

Missoula, Mont.—The Ravalli Flour & Cereal Mill will erect a storage annex of 110,000 bus. capacity, making a total storage capacity of 235,000 bus.

Nashua, Mont.—The Montana & Dakota Elvtr. Co. has begun the erection of a warehouse near its elvtr. here for the storage of flour and feedstuffs.

Bozeman, Mont.—C. B. Smith, formerly of Moccasin, has accepted a position in the offices of the Bozeman Milling Co., which recently absorbed the Montana Flour Mills Co., of Lewis-town and Harlowton.

Winifred, Mont.—E. R. Freemans, former mgr. and partner of the Waldron Elvtr., is no longer located here. The drouth caused me to close the Waldron Elvtr. for the coming season.—J. D. Waldron.

Moccasin, Mont.—C. B. Smith, who has had charge of the Montana elvtr. here for two years, has accepted a position in the general offices of the Bozeman Milling Co., of Bozeman.—T. A. Harshbarger has succeeded Mr. Smith here.

Bozeman, Mont.—The Montana Flour Mills Co. of Great Falls has bot the mills and elvtrs. of the Bozeman Milling Co. for \$375,000. It is planned to increase the capacity of the mills here from 1,000 to 1,500 barrels of flour per day. C. W. Sweet has succeeded Chas. Vandenhook as pres. and gen. mgr.

## NEBRASKA

Carroll, Neb.—A. Texley has bot F. A. Wal-lin's grain business here.

Ellis, Neb.—A. E. Adams is mgr. of the Farmers Grain & Live Stock Co.

Imperial, Neb.—F. C. Krotter Co. installed a complete Hall Special Leg in his elvtr.

Sidney, Neb.—Carl Hellwig is now mgr. of the Cheyenne County Trading Co.'s elvtr.

Lodge Pole, Neb.—O. O. Riese has resigned as mgr. of the Lodge Pole Lumber & Grain Co.

Alvo, Neb.—W. L. Hand is no longer mgr. of the Farmers Union Co-operative Elvtr. Co. here.

Lincoln, Neb.—Twelve tempering tanks are being erected for the Gooch Milling Co. for its future mill.

Sheldon, Neb.—A. C. Thomas, formerly of Greeley, Colo., is mgr. of the Trans-Mississippi Grain Co. here.

Wood River, Neb.—We have bot out the Central Nebraska Elvtr. Co.—Wood River Co-operative Grain Co.

Osmond, Neb.—L. B. Matteson has succeeded F. H. Dickes as mgr. of the Coleson-Holmquist Elvtr. Co.'s elvtr.

Pleasant Dale, Neb.—I am now mgr. of the elvtr. of the Farmers Co-operative Grain Co. here.—W. L. Hand.

Shelby, Neb.—The elvtr. of the Shelby Grain Co. is again open for business under the management of W. L. Davis.

Wareham (Randolph p. o.), Neb.—W. H. Docken is now mgr. of the elvtr. owned by the McCaull-Webster Elvtr. Co. here.

Albion, Neb.—Herman Hanneman, who has been with the elvtr. here for the past 2 years has resigned and is now located at Alda.

Hastings, Neb.—We have secured the services of J. H. Mack who will have exclusive charge of our hay department.—Fred W. Elder.

Pleasantdale, Neb.—John Peterson will return here from Louisville, Neb., to again become mgr. of the elvtr. of the Nebraska Iowa Grain Co.

Ogallala, Neb.—Chas. Snoddy, formerly of Burlington, Ill., is mgr. of the elvtr. recently purchased by the Leypoldt & Pennington Grain Co.

Gretna, Neb.—D. Hansen has succeeded me as agt. for the Duff Grain Co. here. I am transferred to Washington, Kan.—Charles Ty-nell.

Lincoln, Neb.—The Gooch Milling & Elvtr. Co. is putting up additional storage bins of reinforced concrete. A. W. Ward is doing the work.

Tilden, Neb.—We have bot J. F. Erskine's Elvtr. here. B. Y. Reins bot it from Mr. Erskine and we in turn bot it from him.—Fred Shively.

Atlanta, Neb.—L. E. Warner is now mgr. of our elvtr. We have increased our capital stock from \$10,000 to \$20,000.—Atlanta Equity Exchange.

Hadar, Neb.—Arthur Winter has succeeded Herman Magnussen as mgr. of the Farmers Grain & Live Stock Co. Mr. Magnussen has been mgr. here for 6 years.

Crete, Neb.—The elvtr. of the Farmers Union Ass'n is completed. It is of hollow tile construction, and cost about \$15,000. The mill adjoining the elvtr. is now under construction.

Hebron, Neb.—Ralph Butler of this city was recently married to Miss Anna Beihn. Mr. Butler is mgr. of the Hebron Elvtr. & Shipping ass'n elvtr. and also owns an elvtr. at Powells.

Friend, Neb.—I have resigned my position as mgr. of The Farmers Union Co-operative Ass'n of this place and Mr. Calkins of May-wood, Neb., is the present mgr.—W. F. Shep-pard.

Randolph, Neb.—J. L. Dennis of Osmond has bot H. O. Peterson's elvtr. and coal business and will take possession Oct. 1. Mr. Peterson has been in the grain business here for 22 years.

Peru, Neb.—I have been with this firm for two years with good success and have been elected for another year with a substantial raise in salary.—Ed Jorgensen, mgr. Peru Farmers Co-operative Grain Co.



Newman Grove, Neb.—Emery Bond, of Albion, will be given possession March 1, 1920, of the Newman Grove Milling Co. and elvtr. and carpenter shop. He recently traded a half-section of land for the property.

Broken Bow, Neb.—The officers of the Farmers Grain & Supply Ass'n are as follows: pres. E. B. McEvoy, vice pres. Albert Kleeb, sec'y and treas. Chas. Wolford, directors: H. M. Coble, John Staab, H. S. Waterberry.

Kinney, Neb.—We will install some new machinery and have already purchased a new engine. We intend putting in automatic scales and making improvements.—The Farmers Co-operative Ass'n, John Evans, pres., Edgar Blevens, sec., O. B. Todd, mgr.

## OMAHA LETTER.

Our officers are: C. P. Martin, pres., H. G. McCune, vice pres., J. Manley McCarthy, sec'y and treas.—The McCune Moore Co.

A membership in the Omaha Board of Trade belonging to the Gate City Hay & Grain Co. was sold to E. E. Huntley of the J. Rosenbaum Grain Co. for \$8,100.

C. P. Martin, who has had charge of the Kansas City office of the hay and feed reporting service of the U. S. Dept. of Agriculture, has resigned to become pres. of the McCune-Moore Co. H. H. Hovey will be associated with him as mgr. of the Kansas City office.

The Omaha Flour Mills Co. will soon start work on a new flour milling unit which will produce 2,500 barrels of flour per day. The new \$600,000 structure will be seven stories high and will be built of concrete. Additional elvtr. storage of 300,000 bus. will result from this project.

Chas. S. Borin, who disappeared several months ago and later appeared in Oklahoma City, is short \$41,198 in his accounts to the Farmers Union Grain Co. The Farmers Union is suing Borin and the bonding company for \$25,000. Borin is charged with appropriating \$41,198 for his own use.

## NEW ENGLAND

Providence, R. I.—Heard Bros. are rebuilding their elvtr. which was recently destroyed by fire.

Providence, R. I.—The firm, John D. Peck has been incorporated with W. E. Smith, pres., R. L. Kelly, treas.-sec., Walter B. Owen, vice pres.

Vernon, Conn.—Rockville Grain & Coal Co., incorporated; capital stock, \$60,000; incorporators: Joseph Lavitt, Samuel Lavitt, Max Lavitt.

Bridgeport, Conn.—The East Side Flour & Grain Co., incorporated; capital stock, \$50,000; incorporators: Michael Robock, John Fedor and Harry Luckachik, all of Bridgeport.

Hartford, Conn.—Samuel and Joseph Lavitt of Ellington, and Alfred Heller and Joseph Cohen of Norfolk, Va., have bot Edward White's grain business. They will form a corporation.

## NEW MEXICO

Roswell, N. M.—The Roswell Milling Co. intends to build a \$25,000 elvtr. soon.

## NEW YORK

Deposit, N. Y.—Delaware Mills, incorporated; capital stock, \$200,000; directors: Thomas H. Wilson, Stuart S. Wilson, Elizabeth L. Wilson.

Hamlin, N. Y.—Our main office has been moved to Rochester, N. Y., but we still have branches at Brockport, Hamlin and Walker.—Dailey Bros. Inc.

New York, N. Y.—B. F. Schwartz is pres., Geo. Roden, vice pres., and Joseph Seifer is sec. and treas. of the recently incorporated Interstate Grain Corporation.

## NORTH DAKOTA

Plaza, N. D.—Jacob Vib has built an elvtr. on his farm.

Wishek, N. D.—Doyle & Welsh have sold their elvtr. here.

Hague, N. D.—A farmers elvtr. company has been organized here.

Kulm, N. D.—R. W. Schoeneman is now mgr. for Gackle & Co. here.

Dogden, N. D.—Ed Kittleson is now mgr. of the Farmers Elvtr. Co.

Belfield, N. D.—John Cameron is the new mgr. of the Farmers Elvtr. Co.

Dunseith, N. D.—D. J. McHugh is the mgr. of the Imperial Elvtr. Co. here.

Tioga, N. D.—J. D. Sullivan is mgr. of the Farmers Elvtr. Co.'s elvtr. here.

Bowbells, N. D.—R. A. Grams is having a cleaning mill installed in his elvtr.

Michigan, N. D.—Albert Thompson has bot the elvtr. of the Sharon Milling Co.

Aurelia, N. D.—J. F. Walsh is now mgr. of the elvtr. of the Farmers Elvtr. Co.

Barney, N. D.—A grain cleaner has been installed in Bailey & Sether's elvtr.

Silva, N. D.—I am now agt. for the Winter-Truesdell-Ames Co. here.—Wm. Halter.

Cassleton, N. D.—W. D. Movius is mgr. of the Farmers Co-operative Mill & Elvtr. Co.

Haynes, N. D.—Mr. Wisner, of Bentley, is the new mgr. of the Equity Union Exchange.

Fordville, N. D.—Emil Johnson has succeeded Tom Ondrachek as mgr. of the Farmers Elvtr. Co.

Derrick, N. D.—The Derrick Farmers Elvtr. Co. has installed a 15-h.p. Ingeco kerosene engine.

McGregor, N. D.—J. D. Sullivan has severed his connections with the Farmers Elvtr. Co. here.

New England, N. D.—F. A. Weist is now mgr. of the elvtr. of the Farmers Equity Exchange.

Crystal, N. D.—The Imperial Elvtr. Co.'s elvtr. here has not been sold as was erroneously reported.

Jud, N. D.—The Farmers Elvtr. Co.'s elvtr. here will be under the management of Ed. Johnson.

Perry, N. D.—Ralph Hay of Havana is mgr. of the elvtr. that the Equity Exchange recently purchased.

McHenry, N. D.—C. M. Dale, former mgr. of the Farmers Elvtr. Co.'s elvtr. at Heaton, is located here.

Mooreton, N. D.—We have installed a cleaner in our elvtr.—Bailey & Sether Elvtr. Co., Barney, N. D.

Ransom (Cayuga p. o.), N. D.—Mr. Grebb is now in charge of the elvtr. owned by the Atlantic Elvtr. Co.

Independence, N. D.—John P. Good has succeeded R. A. Freeman as mgr. of the elvtr. of the Liberty Grain Co.

New Salem, N. D.—C. H. Hauter has succeeded George Mason as mgr. of the elvtr. of the Occident Elvtr. Co.

St. John, N. D.—E. Forness, of Abercrombie, N. D., will soon take charge of the elvtr. of the Farmers Equity Ass'n.

Lunds Valley, N. D.—The elvtr. of the Farmers Elvtr. Co. will soon be under the management of Clarence Swedlund.

Finley, N. D.—J. G. Johnson of Klotan, has succeeded Mr. Berkland as agt. for the St. Anthony & Dakota Elvtr. Co.

Denhoff, N. D.—I have bot Mr. Ahlbrecht's elvtr. here, and have installed a six-ton Fairbanks sleigh dump.—A. R. Ellis.

Inkster, N. D.—W. P. Storms is the mgr. of the Equity Elvtr. Co.'s elvtr. recently purchased from the Great Western Grain Co.

Dunn Center, N. D.—T. M. Haley, formerly of Montana, has taken charge of the elvtr. of the Dunn Center Equity Elvtr. Co.

Valley City, N. D.—Clave Cobb, formerly agent of the Equity Grain & Mercantile Co., at Driscoll, N. D., is now located here.

Olmstead, N. D.—The elvtr. owned by the Farmers Elvtr. Co. was struck by lightning recently with slight damage resulting.

Bisbee, N. D.—Peter E. Skon is mgr. of the Bisbee Farmers Grain Co. He and L. E. Kruchton and C. E. Stinchfield are the owners.

Thorne, N. D.—H. H. Christenson, former mgr. of the Farmers elvtr. at Dunseith, N. D., is now mgr. of the Farmers Elvtr. Co. here.

Crosby, N. D.—Crosby Farmers Grain Co., incorporated; capital stock, \$10,000; incorporators: A. N. Sorbo, A. C. Lindsey, N. C. Burreson.

Bowman, N. D.—W. F. Anten, formerly with the Bowman Milling Co., has become mgr. of the Equity Exchange here and at Griffin, N. D.

Walhalla, N. D.—The Society of Equity has bot the elvtr. of the Imperial Elvtr. Co. J. W. Harvey, one-time owner, will remain in charge.

Venturia, N. D.—The Farmers Grain & Produce Co.; incorporated; capital stock, \$10,000; incorporators: Jacob Dockter, P. P. Schnabel, Peter Knoll.

Tower City, N. D.—I have been transferred from Hickson, N. D., to this place and am now agt. of the Great Western Grain Co.—F. L. Rasmussen.

St. Joseph, N. D.—The Farmers Co-operative Elvtr. Co., after fruitless attempts to purchase an elvtr., has let the contract for the construction of a large elvtr.

La Moure, N. D.—The Equity Co-operative Exchange, of St. Paul, has bot the elvtr. of the Farmers Elvtr. Co. J. A. Frank was retained as mgr. for the coming year.

Westby, N. D.—We are overhauling our elvtr., hopping the bins, replacing old wooden boots with iron ones and replacing other parts of the machinery.—Farmers Grain & Trading Co.

Dunseith, N. D.—The Equity Co-operative Exchange of St. Paul has bot the Farmers Elvtr. Co.'s elvtr. and the one owned by the Pacific Elvtr. Co. F. H. Sanders is agt. for both.

Fargo, N. D.—J. A. McGovern, mgr. of the North Dakota Mill & Elvtr. Ass'n has been instructed to select tentative sites for a central terminal mill and for three or four auxiliary mills.

Hurdsfield, N. D.—Having resigned as mgr. of the Equity Elvtr. & Trading Co., at Oberon, N. D., I accepted a like position with the Hurdsfield Co-operative Elvtr. Co. here.—L. H. Palmer.

Grand Forks, N. D.—Sgt. Thomas R. Barrett has returned from overseas service and resumed his position as traveling grain solicitor for William Dalrymple, of Minneapolis and Duluth.

Grace City, N. D.—We have installed a new type of Fairbanks-Morse, 15-h.p. Engine and a Fairbanks-Morse Auto Truck and Wagon 10-ton Dump Scale.—Grace City Co-operative Elvtr. Ass'n.

Mantador, N. D.—Our new \$35,000 grain elvtr. burned to the ground about 2 a. m., Aug. 23. The grain was covered by insurance, but the loss on the building was about \$9,000. A new plant will be put up immediately.—Farmers Grain & Seed Co.

Heaton, N. D.—E. W. Anderson of Detroit, Minn., recently discharged from military service, is the new mgr. of the Andrews Grain Co. B. W. Wade is continuing in the service of the Occident Elvtr. Co. here.

Heaton, N. D.—Miles Wilson, agt. of the Monarch Elvtr. Co., has resigned. He has been succeeded by A. J. Hallquist. Ed. Schmidt, recently discharged from the army, has succeeded C. M. Dale as mgr. of the Farmers Elvtr. Co.'s elvtr. here.—E. W. Anderson.

Sanish, N. D.—Our elvtr., coal shed and machine shed burned at 3 a. m., Aug. 26, at a total loss. We had about \$3,000 worth of farm implements and we saved only \$600 worth. We had about 200 bu. of grain in the house which was fully covered by insurance. The rest is fairly well covered by insurance. I took charge of this elvtr. Aug. 1 and had just put it in the best of repair. I accepted this position after serving in the army for over a year; 10 months of this was spent in France. Prior to that I was mgr. of the Dogden Farmers Elvtr. & Mercantile Co. of Dogden, N. D. The board is talking of rebuilding.—Carl H. Olson, mgr. the Sanish Farmers Elvtr. Co.

## OHIO

Wooster, O.—The Wooster Grain & Seed Co. has bot a Hall Signaling Distributor.

West Sonora, O.—E. Smith is mgr. of the elvtr. recently taken over by K. A. Klepinger.

Paulding, O.—Wm. Gillen is mgr. of the elvtr. recently purchased by Brady, Gillen & Brooks.

Bowling Green, O.—The Royce & Coon Grain Co. is making improvements on its flour mill here.

Ravenna, O.—B. F. Mayhew is mgr. of the Mayhew Elvtr. Co. here, successor to C. J. Hubbell.



Wooster, O.—The A. G. Smith Milling Co.'s capital stock has been increased from \$100,000 to \$200,000.

Toledo, O.—The Midland Oil Products Co. of Minneapolis has bot and will expand The Metzger Seed & Oil Co.

Zanesville, O.—W. F. Morgan, formerly of this place, is now located at Columbus, O. He is with John T. Fahey & Co.

Centerburg, O.—H. W. Updike, who sold his elvtr. recently, is now located at Bucyrus, O. He expects to enter the grain business again.

Cleveland, O.—We have disposed of our retail department only, owing to increase in our carlot business, and will devote all of our time dealing in carlots of hay, grain and feed.—Abel Bros.

Delta, O.—The Delta Farmers Co-Operative & Grain Supply Co. has bot the plant of the Delta Milling Co. B. D. Sparling will be mgr., and operation by the new company will begin at once.

Spencerville, O.—John Whetstone is pres., J. W. Hoverman is treas., and E. W. Wilkinn is sec'y of the Spencerville Farmers Union Co.—The Spencerville Farmers Union Co., J. J. Kraft, mgr.

Toledo, O.—A. M. Donovan is pres. and T. J. Walters supt. of the Toledo Elvtr. Co., successor to the Steel Elvtr. Co. The storage capacity is to be increased from 200,000 to 250,000 bus. in the near future.

South Charleston, O.—On Aug. 5, we bot the lumber and grain business of the Houston Co. but immediately sold the grain business to L. C. Titus of South Charleston.—Tanner Robinson Lumber Co., London, O.

Cleveland, O.—The Grain & Hay Exchange has increased its rates to the following: All in-grain inspection, \$1 per car; all out-grain inspection, 50c per car; hay, \$1 per car. These fees became effective Aug. 16.

Fayette, O.—We are building 5 concrete tanks with 25,000 bu. capacity and a warehouse with a capacity of eight or ten carloads. We are also installing modern equipment.—Farmers Co-operative Co., John Avis, mgr.

West Lafayette, O.—The Plains Co-operative Co. has bot the Hanley Flouring Mills and will operate it in connection with its grain elvtr. at Isleta. The capital stock has been increased from \$20,000 to \$50,000.—I. B. Mizer is pres. and Asa Bluck sec'y.

Cincinnati, O.—The president of the Grain & Hay Exchange, E. B. Terrill, has issued a call for a membership meeting to be held Sept. 18. A report which has had the approval of the board of directors will be received from the com'te on the revision of the by-laws.

St. Paris, O.—We are installing a large seed cleaner and grinder and a loader. We have installed a truck scale recently. We are increasing our capital from \$10,000 to \$25,000. We also will repair and build an addition.—The Farmers Grain & Feed Co., J. C. Heaston.

North Robinson, O.—We have bot the elvtr. formerly owned by Switzer & White and have put in a wheat cleaning apparatus. Our officers are: W. S. Kiess, pres., Bucyrus, O. Geo. Kaler, vice pres., Crestline, O. E. Shumaker, sec'y and treas., Bucyrus, O.—The North Robinson Equity Exchange Co., Earl King, mgr.

Crestline, O.—We have recently completed a 30,000 bus. elvtr. equipped with modern machinery and located on the Penna. R. R. We have no sidetrack yet as the R. R. company has been very slow in putting in our track. Our officers are A. J. Huber, pres., W. A.

Guisinger, sec'y and treas.—The Farmers Equity Union Exchange Co., C. H. Shupp, mgr.

Circleville, O.—An accident that might have been very serious occurred in the plant of H. M. Crites & Co. recently. An eighty inch cast iron drive pulley which operated the driver in the seven-story plant, adjoining the elvtr. of the mill, burst and created a general mixup in the driver plant. It is supposed that the accident was caused by the failure of the governor of the turbine to control the speed. The spokes of the drive and a smaller pulley of the same make, were torn from the rims, and the three inch shafting torn loose from the hangers; flying pieces of iron played havoc with the dryers and other machinery and passed thru the concrete floors, side walls and windows, two sash being completely torn from the building. Clyde Anderson was injured by pieces of concrete. Several others narrowly escaped injury.

#### CINCINNATI LETTER.

John B. Helwig has become a special partner in the D. C. Cross Co., dealing in grain and hay.

The merger of the Chamber of Commerce and the Business Men's Club, after more than 8 months of conferences and attempts to reach an understanding, has been called off.

A. M. Braun, E. A. Seiter and Geo. A. Dieterie have been appointed as a com'te to take up the matter of having the Cincinnati Grain & Hay Exchange move to its former location.

#### OKLAHOMA

Alva, Okla.—The Farmers Federation is no longer located here.

Alva, Okla.—I am now mgr. for the Alva Roller Mills here.—Walter Hunsaker.

Medford, Okla.—The Custard & Cline portable elvtr. has suspended business here.

Laverne, Okla.—S. T. Love is mgr. of the elvtr. of the Farmers Co-operative Exchange.

Afton, Okla.—The hay barn owned by the Lipscomb Grain & Seed Co. burned on Aug. 11.

Geary, Okla.—A Boss Air Blast car loader will be installed in the plant of the Geary Mill & Elvtr. Co.

Welch, Okla.—We have bot the hay and grain business of H. B. Campbell here.—Mead Grain Co., G. A. Dorsey, mgr.

Helena, Okla.—A tornado damaged our elvtr. here. Many shingles were blown off.—Enid Mill & Elvtr. Co., Enid, Okla.

Lahoma, Okla.—The elvtr. owned by the Farmers Elvtr. Co. has been completed. Henry Kuebneumund is the mgr.

Harmon, Okla.—Shields Bros., of Wellington, and J. E. Shields, of Marlow, Okla., have bot out the Harmon County Grain Co.

Muskogee, Okla.—J. W. S. Bower, of the Muskogee Mill & Elvtr. Co. has purchased a Hall Signaling Distributor for his elvtr.

Rosston, Okla.—Rosston Elvtr. Co., incorporated; capital stock, \$5,000; incorporators: R. Flint, B. E. Blanchard, C. T. Daniel.

Guymon, Okla.—There has been no change in the management of the Guymon Equity Exchange, as reported.—W. T. Bratton, mgr.

Burlington, Okla.—Our elvtr. was badly damaged by a windstorm on Sept. 1. The roof is gone and the side walls were damaged.—Burlington Grain Co.

Custer, Okla.—The Nelson Grain Co. of Clinton, Okla., recently purchased T. P. Jordan's elvtr. At the beginning of the season they

also bot the elvtr. owned by the R. H. Drennan Grain Co. at Cordell, Okla.

Mountainview, Okla.—The elvtr. of the Chickasha Milling Co. here was totally destroyed by fire, the plant having been struck by lightning. There were 9,000 bus. of wheat in the house, suffering about 60% damage. The flour and coal stocks were saved.

#### OREGON

Vale, Ore.—The flour and feed mill of The Vale Milling & Elvtr. Co. has been completed.

Eugene, Ore.—The Springfield Mill & Grain Co. has been incorporated with a capital stock of \$20,000.

Pendleton, Ore.—The capital stock of the Umatilla Flour & Grain Co. has been increased from \$2,000 to \$15,000.

St. Johns, Ore.—The 1,000,000 bushel municipal elvtr. being erected here is nearly completed. Inspectors from the dock commission were pleased with the progress and they predict that the elvtrs. will be ready for handling grain before the first of the year.

#### PENNSYLVANIA

Washington, Pa.—The Washington Milling Co. is erecting two tanks for grain storage. They will have a combined capacity of 16,000 bus.

Meshoppen, Pa.—The flour and feed mill of the Dickson Mill & Grain Co., which was destroyed by fire recently, is being rebuilt. The mill was valued at \$40,000 and was fully covered with insurance. John B. Douglas is mgr.

Emigsville, Pa.—The Manchester Grange Co-operative Ass'n has taken over the business of Brillinger & Swartz. New buildings, including an elvtr. will be erected. The officers are: S. T. Pelling, pres., J. C. Shaffer, sec., R. H. Kann, treas.

Pittsburgh, Pa.—The elvtr. of the Central Elvtr. Co. was completely destroyed by fire recently, with an estimated loss of \$500,000, not including losses on other buildings and their contents. Besides the loss of the elvtr. itself, which was of a steel frame with a galvanized iron covering, over 250,000 bus. of grain were lost.

#### PHILADELPHIA LETTER.

The Quaker City Flour Mills Co. will erect a \$15,000 concrete elvtr. It is to be 22 by 25 ft.

Wm. J. Barnes, salesman for the Philadelphia Export Co., has applied for membership in the Commercial Exchange.

According to H. D. Irwin, 2nd vice-pres. of the Grain Corporation, it is up to the Philadelphia & Reading Ry. to build additional grain elvtrs.

#### SOUTH DAKOTA

Harrold, S. D.—Fred Horseman has bot Frank Pettyjohn's elvtr.

Avon, S. D.—G. Earnest Wickens is starting a new elvtr. Co. here.

Dupree, S. D.—The Geo. C. Bagley Elvtr. Co. is erecting a 25,000-bu. elvtr. here.

Riverside, S. D.—I am now mgr. of the Farmers Elvtr. Co.—S. A. Smith.

Kimball, S. D.—A new elvtr. is being erected here by the Farmers Union Elvtr. Co.

Chelsea, S. D.—The Chelsea Farmers Elvtr. Co. has installed a Richardson Automatic scale.

# Wheat

# CONSIGN

TO

## McConnell Grain Corporation

BUFFALO, N. Y.

We Get Results

# Oats

You Get the Money



Miller, S. D.—The Equity Union Exchange is now open for business with Chas. Thomson as mgr.

Waubay, S. D.—F. J. Terhune will take charge of the Geo. C. Bagley Elvtr. Co.'s elvtr. this fall.

Parker, S. D.—We have installed a Trapp-Gohr-Donovan truck and wagon dump.—Farmers Union Elvtr. Co.

Willow Lake, S. D.—The Traders Grain Co. of Minneapolis has bot D. E. Stoddard's elvtr. I. L. Bergstresser will remain in charge.

Ipswich, S. D.—A stock company, mainly composed of Mr. Champlin of Ipswich and L. E. Paulus and W. H. Smith of Hettinger, has bot Geo. Engler's elvtr.

Belvidere, S. D.—An attempt, which did not materialize, was made to take over the grain elvtr. here. The farmers were not inclined to invest \$2,000 at this time.

Booge, S. D.—We have installed a Richardson Automatic Scale in the cupola and are building an office and power house. N. S. Ekberg is our new mgr.—Booge Elvtr. Co.

Sisseton, S. D.—The Sisseton Mill & Light Co. has sold its mill and elvtr. to my son, Paul M. Rickert. The elvtr. is in operation with Peter E. Lewis as buyer but the flour mill is not running.—J. A. Rickert.

Stickney, S. D.—I have sold my elvtr. to J. A. Larson, who, I think, represents the present Farmers Elvtr. Co. They took possession Aug. 1. The elvtr. at Armour that sold to C. H. Dewald also represents the Farmers Corporation.—Ruel E. Dana, Armour, S. D.

Scotland, S. D.—We have let the contract for a 25,000-bu. concrete, fireproof elvtr. and we will equip it with modern machinery, including cleaners and a double leg. The contract was let for \$20,000 to the Younglove Construction Co.—Farmers Grain & Stock Co., E. B. Kast, mgr.

Spencer, S. D.—J. E. Ryan has built a cribbed elvtr. of 1,500 bu. capacity. He has equipped it with a man-lift, rope drive and a new leg. The Farmers Elvtr. Co. has changed hands and is now the Farmers Co-operative Co. The officers are: A. J. Matkins, pres., J. G. Clefish, sec., C. Sinclair, mgr. The Farmers Union Mill & Supply Co. is not buying grain this season.—W. F. Peppmueller, pres., Spencer Milling Co.

## TENNESSEE

Memphis, Tenn.—Negotiations are under way for the leasing of the Yates & Donelson Co. plant by the Stout-Hunt Milling Co. The Stout-Hunt Milling Co. has been recently incorporated with a capital stock of \$60,000 and is headed by C. B. Stout and M. W. Hunt of Portland, Ore. C. L. Sivley, B. J. Semmes, T. A. Evans and J. E. McCadden of this city are also interested in the corporation.

Memphis, Tenn.—We have leased our plant for five years to the Stout-Hunt Milling Co. Mr. C. B. Stout was the Memphis representative of the Portland Flour Mills, of Portland, Ore., and was located here for several years. Mr. W. M. Hunt was also connected with the Portland Flour Mills. The sickness of our Mr. Yates, and our Mr. Donelson's having to take charge of the affairs of Dockery & Donelson Co., because of the death of both heads of that firm, are the main reasons for our finding it necessary to lease our plant.—Yates & Donelson Co.

## TEXAS

Waelder, Tex.—G. C. Trippe has removed to San Antonio.

Sherman, Tex.—The Gladney Milling Co. will build an additional warehouse to its mill. The new house will be 54x74 feet and will cost about \$4,500.

Perryton, Tex.—A. Liske & Co. will install a Hall Special Elevator Leg in its elvtr. at this station.

Aiken (Floco p. o.), Tex.—We have bot the elvtr. of the Cobb Grain Co.—Floyd County Elvtr. Co.

Tulia, Tex.—Our 25,000-bu. elvtr. and two warehouses are nearly completed. We will incorporate for \$25,000.—Farmers Grain Co., E. N. Nobbs, mgr.

Booker, Tex. (La Kemp p. o., Okla.)—We expect to begin the construction of a 10,000 bu. elvtr. in a few days.—J. E. Lemon, mgr., Booker Grain Co.

Higgins, Tex.—We have sold our plant to The Farmers Co., of Pauls Valley, Okla.—Gerlach-Higgins Milling Co.

Venus, Tex.—The Venus Mill & Elvtr. Co. has been organized with the following officers: W. E. Tollson, pres., W. A. Shirley, vice-pres., G. B. Russell, sec'y, G. C. Barton, treas.

San Juan, Tex.—The elvtr. of the Community Grain Co., which has just been completed, is iron clad and of cribbed construction. It has a capacity of 25,000 bus., a 5,000 bushel ventilated ear corn annex at the end and a feed warehouse. The company was recently incorporated.

## UTAH

Ogden, Utah.—The Globe Mill & Elvtr. Co.'s main offices have been moved here. A small office still remains at Salt Lake.

Brigham City, Utah.—C. Elias Jensen has resigned as mgr. of Jensen Bros. Milling Co. Mr. Isaac H. Jensen will be his successor.

Price, Utah.—The contract for an elvtr. to cost \$2,500 was let last week by the Farmers Mill & Elvtr. Co. With this finished, the company's investments at Price will be about \$20,000.

## WASHINGTON

Medical Lake, Wash.—The Washington Mill & Grain Co.'s warehouse has been completed. It is located on the Northern Pacific Siding. Scales have been installed.

Endicott, Wash.—The Community Milling Co. has added another unit, 50 by 150 ft., to its warehouse. The work on the mill proper has commenced and the foundation for the elvtr. has been finished. The capacity of the mill will be 200 barrels of flour daily.

## WISCONSIN

Hudson, Wis.—Geo. R. Hosford is now mgr. of the Farmers Elvtr. Co.

Montfort, Wis.—John C. Kramer, Jr., has bot John Johnson's feed mill, warehouse and grain business.

Ladysmith, Wis.—The Morgan Produce Co. will build a \$7,500 addition to its warehouse and elvtr.

Grantsburg, Wis.—The Hickerson Roller Mill Co. intends to install testing apparatus, in its elvtr. here.

New London, Wis.—P. J. Thern & Co. have succeeded Dernbuch & Barlow, in the grain business here.

Westby, Wis.—A scoop shoveler is operating here. The Farmers Exchange is the only elvtr. company here.

Fall Creek, Wis.—The Fall Creek Farmers Grain & Produce Co. has increased its capital stock from \$10,000 to \$25,000.

Theresa (Marshallville p. o.), Wis.—We do not intend to engage in the grain business and do not intend to build an elvtr.—Theresa Farmers Union.

Rhineland, Wis.—I have bot the business of Joseph Goldberg and will do business under the name Elkan's Wholesale & Retail Co.—E. Elkan.

Dale, Wis.—Dale Farmers Co-operative Exchange, incorporated; capital stock, \$12,000; incorporators: Frank Emmons, John Leppla, Fred Abraham, Henry Heuer, George Lapp.

Appleton, Wis.—The Outagamie Equity Exchange, incorporated with a capital stock of \$6,000, will build an elvtr. here. Selection of a suitable site for the elvtr. has not been made.

Marshall, Wis.—The Marshall Elvtr. Co. has succeeded the American Malting Co. in the grain business here, and is composed of D. V. Hales and J. K. Johnson.

Fitchburg, Wis.—A fire broke out about 3 a. m. Aug. 26, in the feed mill owned by Lappley Bros. A heated engine in the basement started the fire and the entire building was destroyed. The loss is estimated at \$8,000.

Rhineland, Wis.—We intend to put up a feed-mill and elvtr. but have made no definite plans as yet. Our officers are: O. C. Nelson, pres., E. W. Swedberg, vice pres., S. A. Dalson, sec. treas. and mgr.—Northern Hay & Grain Co.

Antigo, Wis.—Joseph Goldberg, who has operated a feed store at Rhineland for some time, will come here to engage in the flour, feed, hay

and grain business with his brother of this place. They will conduct their business under the name Langiede Wholesale Co.

Embarrass, Wis.—The officers of the Farmers Milling Co. are: August Beversdorf of Shawano, pres., August Gruetzmacher, vice-pres., Wm. Anton, treas., T. H. Burntrock, sec., A. Beversdorf, T. H. Burntrock, Wm. Anton, A. Gruetzmacher, H. F. Zarling, Fred Breed and John Krueger, directors.

## MILWAUKEE LETTER.

The rate of interest on advances for the month of September is 7%.

Winona Malt & Grain Co., incorporated; capital stock, \$1,000; incorporators: Kurtis Froedert, Walter Teipel, Edwin Gross.

F. P. Goodrich, C. W. Gerstenberg, E. C. Christl and A. K. Emrich were elected to membership in the Chamber of Commerce and the memberships of Wm. J. Zimmerx, David C. Green, W. N. Altenhofen and Jas. D. Lamb have been transferred.

Arthur G. Kneisler, well known member of the Chamber of Commerce, will represent L. Bartlett & Son Co. as traveling solicitor in Wisconsin and eastern Minnesota. Heretofore he has been engaged in the hay business but now has transferred his activities to grain.

The \$3,000 Chamber of Commerce Stake for 2:10 trotters is guaranteed by the members of the Milwaukee Chamber of Commerce and will be decided on Milwaukee Day, Sept. 11th, of the 1919 Wisconsin State Fair. This race should prove one of the best on Western tracks.—H. A. Plumb, Sec.

Geo. A. Schroeder, Albert R. Taylor and A. R. Templeton, members of the Chamber, have left for Washington, D. C., to appear before the Interstate Commerce Commission at a hearing next Monday concerning a general revision of rates on grain and grain products in north-western territory.

## WYOMING

Cody, Wyo.—Mr. Flinch is mgr. of A. D. Perrsons' elvtr. here.

Powell, Wyo.—Alvin Scott is mgr. of A. D. Perrsons' elvtr. here.

Powell, Wyo.—H. R. Adams is no longer mgr. of the Farmers Grain Milling Co.

Slater, Wyo.—S. Manning, owner of the Manning Elvtr. Co., will build an addition to his elvtr. here. A large cleaner is to be installed.

Dixon, Wyo.—The Dixon Flour Mill Co. has increased its capital stock from \$10,000 to \$15,000 in order to provide funds for erecting an elvtr. this fall.

Powell, Wyo.—A. D. Perrsons has built elvtrs, at Cody, Wyo., Lovell, Wyo., and at this place and will do a general grain, fuel, seed and feed business.—Chas. Pretonik.

Riverton, Wyo.—The 50,000-bu. grain elvtr. of the Oakdale Milling Co. of Oakdale, Neb., will be ready to receive grain in a few weeks. The elvtr. stands 82 ft. above ground, has a 22 ft. pit and is one of the finest in this section.

PRODUCTION of wheat, barley and rice in Mesopotamia will be curtailed this season, but will be quite sufficient for local requirements. Gharbia is the most important center of wheat production and grows the best quality of grain in Mesopotamia, generally known as Kurdish wheat. There is a limited cultivation of barley and other cereals and small quantities of lentils are raised. The harvest in this district promises to be of good quality and normal yield. Hilla is the center for the production of an inferior grade of wheat, commonly called "Shafiyeh." Barley is also produced here, and at Hindia and Shamiyeh rice is cultivated. The abundant rains of last October and succeeding months in this region were followed by drought in March and a portion of April, at a critical period for the crops. Subsequent heavy rainfall and hot weather did great damage and the Euphrates overflowed and wrought further injury, so that the crop is not expected to yield more than 50 per cent of last year's production. Gharaff and Amara produce barley and wheat by river irrigation. These places received good rains and the prospects seem to be highly promising.



## Grain Elevator Construction Under the Cost-Plus-Fixed-Fee Contract.

BY A. E. WELLS, PRESIDENT WELLS BROTHERS CONSTRUCTION CO.

If a half dozen street urchins are caught by a burly representative of the law while engaged in the pastime of shooting craps, the law against gambling acts. Law makers have recognized that gambling is an unnecessary evil and have, so far as possible, put a stop to it.

Yet an owner and a contractor can gamble with a million times the stake of the street urchins without fear of the law and it is done constantly under the guise of the lump-sum contract.

For under its terms the contractor agrees that for a certain sum of money he will guarantee the owner against all the unknown conditions involved in putting up a structure. Whether he makes his figured profit or whether he loses so heavily as to be put out of business rests partly on his ability to figure costs, but largely on his luck in failing to meet those conditions which would increase costs.

Both parties to this contract stand to gain or lose. If the job costs 20% more than estimated the owner gains to the other's loss. If conditions make considerable saving possible, then the contractor gains to the owner's loss.

Many contractors who in times past have built extensively in your field are no longer operating. Others have taken their place. Perhaps the majority of the missing firms are those who were expected not only to build according to specifications and within the time limit but to gamble that their costs would fall within a fixed contract price. Gambling against variables such as the forces of nature and the conditions of labor—they lost. In many cases their failure involved an added investment on the part of the owner or possibly the surety company. It is certain that no one gained thru the failure.

THE CONTRACTOR is an expert retained to assemble certain materials into a finished structure. The question being asked today is "should the contractor insure the owner that his structure will not exceed a definite contract price." In competitive bidding the cost of this insurance is paid generally by the low bidder out of profits or, as frequently happens, out of his capital, for the reason that he is more likely to get the contract as he scales down his allowance for contingencies. In fact the man whose bid includes a safe allowance for insurance against higher costs cannot expect to obtain work under the competitive bidding system. The inevitable result is the bankruptcy of many contractors and an additional cost to the owner or the surety company to complete the unfinished contract. This situation has come to such a point that surety companies are refusing to write surety bonds on fixed price contracts except under specially favorable conditions and frequently recommend to owners the cost-plus-a-fixed-fee contract.

But from the owner's standpoint is it not preferable to know in advance what a certain project will cost? It is true that a careful estimate is due him. It should be made by a reliable contractor and checked by owner's architect and engineer. Such a figure should be more satisfactory than a competitive bid which does not necessarily show the cost of the building, but only what some contractor is willing to gamble, is the cost of the job.

An issue of bonds for an office building or other structure can as well be based upon a careful preliminary estimate in either case. It can only run below the estimate under the cost-plus-fixed-fee plan. Is not the owner entitled to the possible saving?

Additional financing may be an unfortunate necessity but is there reason why the contractor should be asked to under-write the accident of greater cost?

At the Chicago meeting of the Associated General Contractors of America, Nov. 21, 1918, this topic was discussed and Brigadier-General R. C. Marshall, Jr., chief of the construction division of the U. S. War Department, pointed out the fault of the usual pre-war basis of contract. He showed the impossibility on recent War Department Work of asking for competitive bids, because speed was the essence and detailed plans and specifications were never complete at the time when construction must start. On such work it was, therefore, out of the question for a contractor to bid on a flat contract price basis. As a result there was developed a form of contract known as the cost-plus-sliding-scale-fee contract.

GENERAL MARSHALL said that early in the spring of 1918, the program of work before the construction division was so extensive that it seemed advisable to have the merits of this form of contract again passed upon and a committee of eminent business men unqualifiedly endorsed this form of contract. In General Marshall's own words:

"No contractor should be called upon nor permitted to undertake the performance of any contract that within the four corners of the paper upon which it appears is, or may be written the financial bankruptcy of the contractor. It is unjust, it is inequitable, it is uneconomic. The great lesson of this war on the subject of the relationship between the contractor and the owner is the cost-plus contract. This represents the only equitable basis under which a contractor may perform constructive and economic services for the owner. It is the only form of contract which affords protection to both parties. To me all the energies, the thought and the experience of this country within its own continental lines during the past year and one-half of this world struggle shall have been in vain unless out of it shall grow, as a permanent institution, solidifying the economic relationship between the contractor and owner, the cost-plus contract."

We have been operating under this plan almost exclusively for several years. We know that it is possible to convince most business men of the perfect fairness of the cost-plus contract and among our clients are several who would be the last to tie themselves up with us on any basis of contract likely to be unfair or dangerous.

MONEY TIED up during construction earns nothing until the building is ready for occupancy and the interest often amounts to a considerable sum. When we have the opportunity to work with the owner, architect and engineer from the very inception of plans and when we begin foundations as soon as the general contour of the building and equipment are determined, we are able materially to cut down the period during which the owner's capital is unproductive. Under the lump-sum contract it is necessary that the plans be complete before bids are taken which may delay occupancy for months and without occupancy a building investment is poor as a dividend producer.

But while speed is of first importance in most building contracts, yet fairness to both parties is an equally good reason for its general adoption and on that basis our company is now operating almost exclusively. We feel that the owner should reap any benefit we are able to bring about. To give us incentive to make such savings we ask a moderate percentage of that saving under the estimated cost. Our standard contract calls for a return to the owner of 90% of such savings all of which would have accrued wholly to the contractor under the lump-sum plan. We believe 10% of the savings to be an adequate incentive for the contractor. We have almost invariably made savings for the owner below the estimated cost on our cost-plus contracts and such savings have not been thru the padding of preliminary estimates but thru changes or economies in construction made with the consent of owner, architect and engineer, which produced either a structure more adaptable to its purpose or of lower cost with equal value. Such changes could be made

only with difficulty under the lump-sum contract as the average owner is averse to changing original specifications because of the generally high cost of "extras" or divergence from the original basis of bidding.

Unquestionably the contractor is called in because he is an expert in building and not to absorb the risk entailed in the lump-sum contract. If it is not the purpose of the owner to buy price insurance along with his building then cost-plus-fixed-fee is a better basis.

## Care of Wagon Scales.

BY J. B. SOWA, SCALE INSPECTOR ILLINOIS ASS'N.

The first care to be exercised is in the purchase of the scale, which must be of standard make and have sufficient capacity to weigh the heaviest loads without taxing the strength of the levers or bearings.

The foundation or walls must be of sufficient strength and set deep enough in the ground to insure a perfect footing, and should be built of concrete, stone or hard brick. Soft brick should never be used, since they absorb and retain moisture. Have the pit of sufficient depth to permit ready access to all parts of scale, and keep all parts clear.

Install a drain in the pit and place a roof or shed over the scale, in fact do all you can to insure a dry scale pit.

Rust is the most fatal of scale diseases and no respecter of quality. The bearings and pivots will rust and scale off, the result being that the knife edges become blunt, at the same time the relative position of these edges is shifted, thereby changing the multiplication of the lever.

If your scale is of the type that rests on piers in the pit, set the castings directly on the foundation. Do not use plank or timber between the foundation and the scale proper. Even though you renew such timber frequently, you cannot increase its compressive strength.

Where the team is not weighed with the load it is imperative that the approaches to the scale be level with the platform.

If possible, connect the main levers directly to the steelyard rod which comes through the floor to the weigh beam. Have this rod and all other connections plumb, and all levers level before placing the inside frame on the pivots.

Have at least one-half inch clearance between the platform and outside frame, build the platform flush with the frame to prevent loads striking or dropping, and provide a manhole in or adjoining the platform to permit frequent cleaning and inspection of the pit and scales.

Have the inside frame sufficiently rigid to support any load without sagging. The bearing feet are attached to this frame and any deflection of the frame will throw the lever connections out of the plumb line.

It is advisable that at regular intervals, at least monthly, you jack up the scale platform, one end at a time, clean the bearings and loops and allow the levers to plumb themselves. Let the platform back carefully, being sure as you lower it that the check rods are free and that the connections do not crowd or pull.

Keep the notches in the weighing beam clean by the use of a stiff brush. A small amount of dirt in these notches may cause a variation of 10 or 20 pounds.

Don't be misled into believing that as long as the beam is oscillating or breaking nicely, that your scale is correct.

Have your scales installed and then inspected regularly by a competent scale man, using at least 1,000 lbs. of standard test weights and keep in mind the fact that altho it may not appear as such, nevertheless, hidden under the platform in the scale pit is possibly the most delicate and important machine in your entire equipment.



## Supply Trade

Minds respond to mind—put your business mind into your advertising.

DENVER, COLO.—J. E. Connor has recently purchased the business of the Roberts Mill & Mchy. Co.

MINNEAPOLIS, MINN.—C. A. Weaver, until recently superintendent of the Hormell Mills, Austin, Minn., is now manager of the office of Sprout, Waldron & Co., in this city. Previous to his connection with the Hormell Mills he was Northwestern representative of the Allis-Chalmers Co.

MAROA, ILL.—Grain shippers who are interested in more efficient means of loading grains into cars should send for the new catalog of the Maroa Mfg. Co. Jas. A. Worsham, Sec. and Gen'l Mgr., in this catalog gives some interesting facts on improved methods of loading grain from country elevators.

MAROA, ILL.—The following have installed Boss Air Plant Car Loaders in their elevators: Farmers Grain & Mer. Co., Kirkman, Ia.; Fred Crone, Bremen, Kas.; Farmers Elvtr. Co., Chesterfield, Mo.; Geary Mill & Elvtr. Co., Geary, Okla.; Farmers Union Co-op. Ass'n, Otis, Kas.; Mead Grain Co., Ft. Scott, Kas.; Spellman & Co., Lincoln, Neb.

SAFETY OF METAL SURFACES or of wood surfaces lies in full and proper protection by means of a paint that will successfully resist the action of weather and the acid fumes that are always found in cities and towns where coal is burned. Dixon's Silica-Graphite Paint has been the choice of the knowing ones for over fifty years. Furthermore, Dixon's is safe to use, as there are no injurious fumes from it and the pigment is as sweet and pure as charcoal—to which graphite is a twin brother.

PONTIAC, ILL.—The Pontiac Chamber of Commerce has filed a suit of injunction to restrain the Meadows Mfg. Co. from removal to Bloomington. It is asserted the company was given a bonus to establish its site here, a site and \$9,000 in cash being turned over to the concern nine years ago. The defendant claims that it is impossible to operate successfully here, due to the scarcity of labor, and that removal to a larger city became necessary. This claim is disputed by the business men's association. It is further demanded that defendant be restrained from removal until all money previously advanced be refunded.

OMAHA, NEB.—The Moffitt Truck Dump has been installed in the following elevators: Crowell Lbr. & Gr. Co., Scribner, Blair, Lindsay, Newman Grove, Wayne, Wakefield, Coleridge, Pender, Thurston, Herman, Emerson, Winside and Concord, Neb.; Lexington Mill & Elvtr. Co., Chappell and Bushnell, Neb.; Farmers Elvtr., Chappell, Neb.; Farmers Shipping Ass'n, Dix, Neb.; Farmers Union Trading Co., Potter, Neb.; Marcus Kroger, Wayne, Neb.; Koehler Grain Co., Geneva, Neb.; Lodge Pole Lbr. & Gr. Co., Lodge Pole, Neb.; Dolphin Jones Gr. Co., Wakefield, Neb.; Farmers Elvtr. Co., Coldwater, Kas.; Farmers Ass'n, Coleridge, Neb.; Rothschild Gr. Co., Exira, Ia.; Alberts Commission Co., Earling, Ia.; Farmers Co-op. Gr. & Sup. Co., Troy Grove, Ill.; Farmers Co-op. Ass'n, Dallas, S. D.; Farmers Gr. & Merc. Co., Penasola, Kas.; Farmers Union Co-op. Ass'n, Beatrice, Neb.

THE FOLLOWING South Dakota elevators have recently installed Globe Combination Auto-Truck & Wagon Dump: A. H. Betts, Alpena; G. Bradshaw, Kimball; M. Friederich, Parkston; Farmers Co-op. Ass'n, DeSmit; Farmers Co-op. Ass'n, Springfield;

Farmers Co-op. Co., Lake Andus; Farmers Co-op. Gr. Co., Chamberlain; Farmers Co-op. Shpg. & Elvtr. Co., Armour; Farmers Co-op. Union Elvtr. Co., Kimball; Farmers Elvtr. Co., Beresford; Farmers Elvtr. Co., Brookings; Farmers Elvtr. Co., Corsica; Farmers Elvtr. Co., Geddes; Farmers Elvtr. Co., Howard; Farmers Elvtr. Co., Iroquois; Farmers Elvtr. Co., Letscher; Farmers Elvtr. Co., Mt. Vernon; Farmers Union Elvtr. Co., Elk Point; C. Furcher, Plankinton; H. E. Frost, Esmond; Huron Eq. Ex., Huron; Magnuson & Rich Mlg. Co., Springfield; Roswell Farmers Co., Roswell; Rempfer Co., Parkston; I. J. Schroeder, Plankinton; So. Dak. Grain Co., Letscher; Till & Koch, Alpena and Tulaire; A. A. Truax, Mt. Vernon and White Lake; White Lake Mlg. Co., White Lake; C. Zephnpennig, Parkston.

OMAHA, NEB.—The Trapp Auto Truck Dump is giving complete satisfaction in the following elevators where they were recently installed: Farmers Gr. & Lbr. Co., Carroll, Ia.; Farmers Elvtr. Co., Raymond, S. D.; Cathcart & Sons, Correctionville, Ia.; Farmers Union L. S. & Gr. Co. Buying Ass'n, Irene, S. D.; Farmers Ed. & Co-op. Union, Winner, S. D.; Schroeder & Co., Plankinton, S. D.; D. E. Shorrett, Ida Grove, Ia.; Josiah Crosby & Son, Saint Francis, Kan.; Elrod & Henry, Clark, S. D.; Ebberson Co., Canby, Minn.; Farmers Union Elvtr. Co., Akron, Colo.; Farmers Co-op. Co., Burbank, S. D.; Ida County Grain Co., Galva, Ia.; P. A. Johnston, Coldwater, Kan.; Farmers Union Ex., Tilden, Neb.; Metcalf & Cannon, Paulina, Ia.; Farmers Elvtr. Co., Early, Ia.; Nye Schneider Fowler Co., Winner and Burke, S. D.; Lexington Mill & Elvtr. Co., Lexington, Neb.; Halstead Mill & Elvtr. Co., Halstead, Kan.; Frank Dorn Elvtr. Co., Big Springs, Neb.; Bennett Grain Co., Potter, Neb.; McCaull-Webster Elvtr. Co., Burbank, S. D.; Farmers Co-op. Grain & L. S. Co., Burke, S. D.; Jewell Farmers Elvtr. Co., Jewell, Ia.; Pocahontas Grain Co., Pocahontas, Ia.; Farmers Elvtr. & Lumber Co., Aurelia, Ia.; Hartford Grain Co., Hartford, S.

D.; Farmers Elevator, Marion, S. D.; Farmers Co-op. Ass'n, Braymer, Mo.; Wilson Grain Co., Truesdale, Ia.; Farmers Co-op. Ass'n, Ireton, Ia.; Judge & Hinrichs, Parker, S. D.; Farmers Co-op. Shippers & Merc. Ass'n, Ludlow, Mo.; Farmers Co-op. Elvtr. Co., Sedgwick, Colo.; Farmers Grain Co., Chatsworth, Ia.; John E. Spelts Cass & Wilson, Julesburg, Colo.; Martias & Ketels Milling Co. (2), Sioux City, Ia.; Henry B. McVeigh, New Sharon, Ia.

A STRIKE against the use of mechanical labor saving loaders in the Pennsylvania anthracite mines of the Delaware & Hudson Co. has been ordered, and will affect 30,000 men. When the farm hands get as well unionized as the miners perhaps they will strike against the use of the harvesting machine and for a return to the hand cradle.

HUNGRY EUROPE is featured in the newspaper headlines, but have you noticed that when Roumania, Serbia, and the new-born powers bristle to fight, that the question of food doesn't seem to give them any great concern. Yet we dole out our millions in money and food, thus enabling them to keep up their scraps. God help the poor babies and women who must suffer. But the only way to get Europe going right is to get them to working, and so long as we feed them they are not going to work. The time for charity has passed, Mr. Hoover.—*Rosenbaum Review*.

## Inspection Chief at Des Moines.

The Des Moines Board of Trade is putting itself on the map. Situated in the center of America's richest corn-producing area, on ten railroads, and surrounded by mills, elevators, coal mines, factories and industries of all sorts, the present rush of grain to the new terminal is only a beginning proof of the fulfillment of plans of the market's enthusiastic backers.

The Inspection Department is fully equipped with all of the up-to-date apparatus for the scientific and exact inspection of grain. It is doing so much work, having handled 57 cars in one day not long ago, that larger quarters and more help will be found as soon as possible. The man at the head of this department, whose photograph appears herewith, is one who has been a faithful student of the business from the ground up.

A. V. Tischer, chief inspector for the Des Moines Board of Trade, was born in Chicago only 39 years ago; but he has managed to crowd an unusual amount of experience into those years. After working for a time in one of the large elevators at Galveston, Mr. Tischer decided he would like some practical information from the beginning of things, so he became a farm hand, following the harvest from the Gulf to the Canadian border.

In order to familiarize himself with the problems of traffic and shipping, he next went into the offices of the Great Western railroad, where he worked for several years as rate clerk, grain clerk, claim clerk, and in similar positions. It was following this work that Mr. Tischer secured a position in the department of H. A. Foss, weighmaster at the Chicago Board of Trade.

Mr. Tischer's next connection was with the Department of Agriculture, where he worked for some time on the Grain Standards Act. Then, joining the Navy, Mr. Tischer became an officer in the Intelligence Bureau, and was assigned to tours of investigation of grain fields, elevators, warehouses and commercial activities, in the western part of the States.

Following his release from the Navy, Mr. Tischer returned to Chicago, where he worked with H. Ulrich, chief of the Board of Trade Sampling Department. Then came the opening at Des Moines. There was plenty of competition, but Mr. Tischer was selected.



A. V. Tischer, Des Moines, Ia., Chief Grain Inspector.



## Feedstuffs

CLEVELAND, O.—The Sheets Elvtr. Co. has bot the Conkey Poultry Feed and Remedy line.

THE STUTTGART RICE MILL Co., Stuttgart, Ark., has registered the work "Arkrice," as its trademark, No. 120,013, for use on food rice.

ANHEUSER-BUSCH BREWING ASS'N, St. Louis, Mo., has registered the trademark "Oh Boy," as No. 119,147, for use on a feed product of brewers' dried grains.

BURLINGTON, WIS.—The Burlington Feed Co. has installed a feed mill and is now prepared to do general grinding. Power will be furnished by a 40 h. p. motor.

St. Louis, Mo.—The feed and seed house of J. B. Mueller, at Florissant, this county, suffered a \$15,000, damage by fire recently, but the loss was fully covered by insurance.

DODGE CITY, KAN.—L. D. Flanagan, formerly connected with the local flour mill, has bot controlling interest in the Dodge City Alfalfa Mill, and will be active manager for the corporation.

"SUGRKIST" is the newly registered trade name of a mixed feed containing alfalfa, grains and molasses, prepared by the Wash-Co. Alfalfa Milling Co., Riverton, Wyo., and Fort Calhoun and Nebraska City, Neb.

D. C. RYAN, of C. P. Matthews & Co., is salvaging the 50,000 bus. of wheat which was in the steamer Quebec, sunk by the explosion of the Port Colborne elevator while loading there. The wet grain will be sold for chicken feed.

WILMINGTON, DEL.—The Pan-American Seed Milling Co., incorporated; capital stock, \$5,000,000; to manufacture food products for live stock. The incorporators are: M. L. Rogers, L. A. Irwin and W. G. Singer, all of Wilmington.

MEMPHIS, TENN.—John B. Edgar, of the feed manufacturing firm of Edgar-Morgan Co., has been chosen as a candidate for city commissioner. Mr. Edgar has held several offices in the Merchants Exchange. He is one of the citizens' ticket, selected to rid the city of political and factional control.

FRED W. HIRONIMUS, chief engineer at the plant of the American Hominy Co., at Mt. Vernon, Ind., died Aug. 24 at the age of 54. For many years he was connected with the Home Mill & Grain Co. of Mt. Vernon, and also with a milling concern at Corydon, Ky. Mr. Hironimus was well known to the milling and feed trade of southern Indiana and western Kentucky.

SIoux CITY, IA.—Plans are under way to erect a \$2,500,000 alfalfa and cereal milling plant to consist of seven buildings in all—a flour mill, feed mill, cereal mill, for oatmeal and corn products, alfalfa hay storage warehouse, elevator, and power house. The Sherman Engineering Co. is making the plans. The new firm will be called The Alfalfa Cereal Milling Co.

CHAIRMAN HAUGEN, of the House Agricultural Com'te, expects a hearing soon on the bill he recently introduced to regulate the manufacture and sale of commercial feeds. A number of feed manufacturers have asked the com'te to grant hearings on the bill before it is reported back to the House. There has also been a big demand for copies of the bill.

INJURIOUS WEED SEEDS in feeding stuffs is discussed by H. B. Sifton in the Agr. Gaz. Canada, 5 (1918); No. 10. Among the common weeds identified in microscopic study of ground feeds found to be unpalatable to cattle, the various kinds of mustard are considered most troublesome. The judicious use

of a 1/14-in. perforated zinc screen is suggested as a satisfactory means for removing most of these seeds.

NASHVILLE, TENN.—J. H. Wilkes & Co. will double their storage capacity in a short time. The company is one of the largest manufacturers of ground feeds in the southeast.

St. Louis, Mo.—Henry Steinmesch, pres. of the Steinmesch Feed & Poultry Supply Co., died recently at the age of 69, following an operation for tumor. Mr. Steinmesch was superintendent of the poultry department at the World's Fair in St. Louis.

THE UNITED STATES FOOD PRODUCTS CORPORATION has bot the Sugar Products Co., the Pure Cane Molasses Co. of the United States, the Pure Cane Molasses Co. of Great Britain, and the Tres Co., Ltd., of Great Britain. The deal includes about 25 ocean steamers of various sizes formerly owned by the merged companies. The United States Food Corporation was formerly known as the Distillers' Security Corporation, and is engaged in the manufacture of industrial alcohol and livestock feed, in the latter of which molasses forms an important ingredient.

HERBERT HOOVER, director general of the International Relief Ass'n, sailed from London for the United States Sept. 6.

ONE SEED OF COTTON, it is estimated, if given the application of all possible care and skill, would produce 40,000,000,000 seeds in six years.

### New Association of Feed Manufacturers.

The United Feed Manufacturers' Ass'n is the title of a new organization of feed manufacturers who hope to increase the popularity of the right kinds of feeds and to uphold ethics and honorable competition in the trade. The Ass'n hopes to interest progressive feed men, to educate the users of feeds in the importance of the feed selection, and to assist in bringing about the enactment of laws for the protection of the public.

While the birthplace and nucleus of the organization is in the central West, it is not in any way limited, and its aims are of national scope. The present officers are: M. C. Peters, Omaha, pres.; J. W. Anderson, Kansas City, vice-pres.; Chas. P. Woolverton, St. Joseph, sec'y.

### Exports of Feedstuffs.

June exports of feedstuffs, compared with June, 1918, and for 12 months, ending June, 1919, compared with the corresponding months, ending June, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	June		12 mos. ending June.	
	1919.	1918.	1919.	1918.
Brain mlds., tons	179	360	6,213	6,832
Dr. gr. mlt. spts., tons	64	5	1,122	675
Milfeed, tons	509	360	6,902	12,517
Corn oil cake, lbs.	165,000	.....	562,300	457,584
Ctseed meal, lbs.	11,077,090	.....	132,477,150	33,635,530
Ctseed cake, lbs.	19,334,353	.....	170,148,955	11,045,263
Lins'd cake, lbs.	21,213,541	.....	161,088,337	126,184,029
Lins'd meal, lbs.	958,281	4,469,649	41,690,936	25,215,948

### Feedstuffs Movement in August.

Receipts and shipments of feedstuffs at the various markets during August, compared with August, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
St. Louis, bags	70,720	55,370	168,690	45,190
Little Rock, cars	167	99	190	305
Winnipeg, bus	38,000	31,000	.....	.....
Kansas City, tons	8,420	940	14,800	6,440
Chicago, tons	56,140,000	42,563,000	85,989,000	40,466,000
Minneapolis, tons	9,924	1,665	64,709	67,885
New York, tons	492	.....	100,000	.....

### The Commercial Feed Act.

Representative Haugen, of Iowa, chairman of the Com'te on Agriculture in the House, introduced a bill August 8, which was referred to the Com'te. The bill aims to promote agriculture by preventing the adulteration and misbranding of commercial feeds, the importation of undesirable feeds and to make the feeds on the market more dependably uniform.

The following excerpts show the more potent features of the act:

Sec. 3. (a) That no person shall (i) ship or deliver for shipment in commerce, (ii) having received from shipment, in commerce sell or offer for sale in the original unbroken package, or (iii) sell or offer for sale in any Territory, District, or possession any commercial feed in a container other than a vehicle transporting a loose lot, unless such container is marked, tagged, branded, or labeled in the manner prescribed in the regulations under this Act so as to plainly show with respect to such commercial feed:

(1) The name, brand, or trade-mark under which sold.

(2) The kind and weight of each ingredient designated by the name by which it is commonly known in the English language.

(3) The net weight.

(4) The chemical analysis, stated in such form as the Secretary of Agriculture shall determine.

(5) The ingredients which are of inferior nutritive value as ascertained and promulgated by the Secretary of Agriculture.

(6) The name of any substance used to artificially color, coat, or stain any ingredient.

(7) The name and address of the manufacturer, if the commercial feed is prepared in the United States or its possessions, or of the importer, if it is imported.

Sec. 4. That any commercial feed shall be deemed to be adulterated within the meaning of this Act if it—

(1) Contains any ingredient that is poisonous or deleterious, or that may render such commercial feed injurious to the health of domestic animals or poultry, as the case may be;

(2) Contains any humus, peat, sawdust, sphagnum moss, sand, soil, rice hulls, or other ingredient having no practical nutritive value, unless it is inseparable from the feed only at an unreasonable expense and occurs only in such an amount as not materially to affect the nutritive value of the feed, as ascertained and promulgated by the Secretary of Agriculture; except that if it is designed or intended for use in feeding poultry it may contain not to exceed 5 per centum by weight of sand, grit, carbonized lime, or other noninjurious inorganic material;

(3) Contains the seeds of any plant injurious to agriculture, the germinating properties of which have not been destroyed;

(4) Is so packed or prepared as clearly to misrepresent its character or content; or

(5) Has any ingredient powdered, colored, coated, or stained, or is mixed, so as to conceal damage or inferiority.

Sec. 5 describes "misbranding" as the tagging, invoicing, or using in any document relative to the shipment, delivery or sale of a feed, any statement, in nature of effect, which is false or misleading; or the sale of a feed in imitation or under the name or brand of any other feed.

Sec. 10 (a). That any person engaged in the business of manufacturing, preparing, selling, or otherwise distributing any commercial feed who deposits or causes to be deposited with the Post Office Establishment for transmission in the mails any written or printed matter which solicits orders for or advertises any commercial feed, including its nature and effect, and which is false or misleading in any material particular, shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not exceeding \$1,000 or by imprisonment for not more than one year, or both.

Sec. 12 provides that a dealer can not be prosecuted under the provisions of this Act, when he can establish a guaranty signed by the party or concern from which he purchased the feed, and the guaranty contains the name and address of the said person who sold the feed to the dealer, the former relieving said dealer of responsibilities connected with the sale of the feed.

Under Sec. 15, the Sec'y of the Treasury may refuse permission to import any commercial feed on recommendation of the Sec'y of Agriculture, after the latter has made proper investigation and found that the article had not been shipped in compliance with Sec. 3 of this Act, was adulterated, misbranded, of a kind forbidden entry or of restricted sales in the country in which it is made, or otherwise falsely labeled in any respect. All charges for cartage, labor, storage, etc., of such feeds shall be paid by the owner or consignee.

A yearly appropriation of \$50,000 is provided in Sec. 20, to be expended under the direction of the Sec'y of Agriculture for administering the provisions of this Act, including the payment of salaries and expenses.



## Adulteration and Misbranding.

Under the Food and Drugs Act the following have been recently prosecuted in the U. S. District Courts:

The New South Oil Mill, Helena, Ark., pleaded guilty and was fined \$50 and costs for misbranding a shipment of cotton seed meal to Ohio, the protein content of the preparation having been found less than was specified on the label.

Samuel Hastings Co., of Cairo, Ill., on execution of \$500 bond and payment of costs, was allowed to re-brand a shipment of sulphured oats to Mississippi, the moisture content of which was found to be higher than was indicated on the packages.

Adulteration by the addition of water was alleged in the seizure of shipment of sulphured oats to Mississippi by Samuel Hastings Co., Cairo, Ill. Judgment of condemnation and forfeiture was entered, and the court ordered that the product be returned to claimant on payment of costs and execution of a bond in the sum of \$300.

A shipment of sulphured oats to Texas by Samuel Hastings Co., Cairo, Ill., was seized because of alleged adulteration by mixing and packing of water with the product. The seizure was ordered released to the claimant on payment of costs and execution of a bond in the sum of \$500.

The Alfocorn Milling Co., East St. Louis, Ill., having filed bond, it was ordered that on the payment of costs a shipment of horse feed to North Carolina be released to claimant. Adulteration of the article was alleged in the libel for the reason that it consisted in whole or in part of a decomposed vegetable substance. It was found that the product had decayed after shipment had started.

John Wade & Sons, Memphis, Tenn., did not appear for the property seized on libel alleging a shipment of dairy feed to North Carolina contained fibrous substance and indigestible matter treated in such a manner as to conceal its identity; also alleging that the product was misbranded in that it contained a much less quantity of protein and a larger quantity of fibrous matter than was specified on the label. Judgment of condemnation and forfeiture was entered, and it was ordered by the court that the product be sold.

An alleged shipment by the Southern Cotton Oil Co., at Little Rock, Ark., under the name of Humphreys-Godwin Co., of cotton seed meal to Massachusetts was said to be misbranded in that the product contained less protein and more crude fiber than was specified on the label. The defendant company entered a plea of guilty and was fined \$50 and costs.

The Dixie Cotton Oil Mill, on a plea of guilty, was fined \$50 and costs for alleged misbranding of cotton seed meal shipped to Illinois, in that the product contained less protein and more crude fiber than was specified on the label.

The Osage Cotton Oil Co., Fort Smith, Ark., pleaded guilty and was fined \$15 and costs for alleged misbranding of a shipment of cotton seed meal to Indiana, in that the product contained less protein and more crude fiber than was declared on the label.

THE FOOD CONTROLLER OF ENGLAND has issued an order thru W. Nash, sec'y of the Flour Mills Control Com'ite, to the effect that millers may use Manitoba wheat without restriction from August 1. The letter of the sec'y carries with it a warning that "in view of the fact that there are no further supplies of Manitobas coming along in the near future, millers in their own interest should use a minimum quantity." Also that "millers should use every effort to get imported flour into their mills, and arrange for as much as possible to be mixed with their grist, as otherwise there is a grave possibility that they may be compelled to close down when their present stocks of wheat are exhausted."

## Farmers Urged to Put in Normal Acreage of Winter Grains.

Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, is urging a normal production of winter wheat and rye the coming season, and in a recent bulletin says:

The campaign now being waged on the high cost of living is causing some confusion, especially in the minds of farmers. The farmer feels that if prices are to be reduced and conditions are to be unsettled he should wait just a little before determining upon the program of production for the coming year. Since seeding time for fall wheat and rye is at hand, it is necessary that farmers make immediate decision as to the areas to be planted. The State Food Committee urges Indiana farmers to plant, this fall, a normal acreage of wheat and rye. It may not be desirable to plant an excessive acreage as has been done the past two years, but it does seem desirable that farmers should place their farming operations on a normal peace time basis.

In a memorial to Pres. Wilson, the com'ite said:

Inadequate supplies of foodstuffs to meet the unusual demand are responsible to a large extent for the present high prices of food. If conditions are to be bettered, the production of foodstuffs should be increased. Every encouragement and assurance, therefore, should be given to the farmers so that the program of production may go forward in a strong way.

Up to the present time, the campaign on the High Cost of Living has been largely directed on food. It is appreciated by all that rents, clothing, recreation and many luxuries are taking the larger share of the income of the wage earner and the salaried worker. It would seem, therefore, that all the people should be encouraged and urged to reduce unnecessary expenditures along these many lines. The demand for luxuries, amusements and non-essentials is far beyond that of any previous time, and all of this causes the committee to feel that people are giving undue attention to expenditures for food and are failing to economize and conserve along other lines, which is taking the larger share of their income.

There is a general feeling among our farmers that the short hours of labor observed in industrial lines is militating against the efficiency on the farm and is reflected in the cost and volume of production. The same is true with all other activities in the preparation, handling and distribution of food consumption.

The Indiana Committee on Food Production and Conservation respectfully calls these matters to your attention and urges that in all possible ways, the attention of the public be directed to the essential needs for greater production, conservation, thrift and economy.

### INDIANA COM'ITE ON FOOD PRODUCTION AND CONSERVATION.

WARREN T. McCRAY, Chairman  
G. L. CHRISTIE, Director.

#### MEMBERS OF THE COM'ITE.

Warren T. McCray, Kentland—Farmer and Livestock Breeder.  
L. H. Wright, Irvington—Master Indiana State Grange.  
G. I. Christie, Lafayette—Superintendent of Agricultural Extension.  
W. W. Bonner, Greensburg—Banker, Indiana Bankers' Ass'n.  
W. A. Guthrie, Indianapolis—Chairman, State Board of Conservation.  
C. B. Riley, Indianapolis—Indiana Grain Dealers' and Indiana Millers Ass'ns.  
Ralph Polk, Greenwood—Canner, Indiana Canners' Ass'n.  
Wm. J. Hogan, Indianapolis—Refrigeration and Storage.  
F. J. Heacock, Salem—Fruit Grower, Indiana Horticultural Society.  
Will S. Robbins, Horace—Farmer and Beef Cattle Breeder.  
H. E. Barnard, Indianapolis—State Food and Drug Commissioner.  
Samuel Schlosser, Plymouth—Dairyman, Indiana State Dairy Ass'n.  
Sam George, Franklin—Farmer.  
John G. Brown, Monon—Farmer and President, Indiana State Federation of Farmers' Ass'ns.

THE BRAZILIAN MAIZE known as "milho caboclo," called in this country "Brazilian Flour Corn," is noteworthy for its high yield of 50 to 75 bus. per acre, and for the fact that it produces 2 or 3 ears to the stalk that are from 8½ to 12 inches long, very white and excellent for roasting. The grain, when milled like wheat, gives an excellent bread or biscuit flour.

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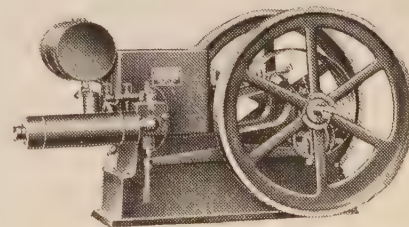
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## Supreme Court Decisions

**Shipper Entitled to Cheapest Route.**—Where a shipper delivers goods to a carrier, he is entitled to have the goods sent over the cheapest route, and that without even making a selection.—*Lancaster v. Schreiner*, Springfield Court of Appeals, Missouri. 212 S. W. 19.

**War and Contracts.**—The sellers of wheat at a price f. o. b. the steamer of a certain line at a specified port were not released from liability to the buyers, nor the buyers from liability to them, because war conditions rendered it impossible to furnish a steamer of the line specified.—*Meyer v. Sullivan*, District Court of Appeal, California. 181 Pac. 847.

**Drafts with Fictitious Bs/L.**—Where drawee of drafts with forged Bs/L attached pays payee who is innocent holder for value, it cannot thereafter, on discovering that goods have not been shipped and that Bs/L are fictitious, recover its loss from payee.—*Howe Grain & Mercantile Co. v. A. B. Crouch Grain Co.* Court of Civil Appeals of Texas. 211 S. W. 946.

**Warehouseman Buyer's Agent.**—Under contract to sell and deliver wheat at a specified warehouse, when wheat was there delivered it would belong to buyer, and the warehouseman would become buyer's agent to care for it, and not the agent of the seller whose interest would cease on delivery.—*Farmers Grain & Supply Co. v. Lemley*, Supreme Court of Washington. 181 Pac. 858.

**Breach of Contract by Buyer.**—One who, having agreed to deliver grain within a fixed time, renounces the contract, cannot complain that the buyer delays for a short time to purchase elsewhere (giving him the opportunity meanwhile to reconsider and carry out his agreement), at least where no increase in the market price is shown to have occurred in the interval.—*M. W. Cardwell v. Brigham Uhl*, Supreme Court of Kansas. 182 Pac. 415.

**Contract Against Car Shortage.**—A contract in writing, whereby one party bought and the other sold a specified quantity of corn at a stipulated price to be delivered before a specified date, is not deprived of mutuality by a provision that, if the corn be not delivered within the time, the contract will be considered open until buyer notifies seller of cancellation, and that seller agrees not to refuse to deliver in case receipt on tender is impossible, on account of car shortage, embargo, or breakdown.—*Neola Elevator Co. v. Kruckman*, Supreme Court of Iowa. 171 N. W. 743.

**Limitation of Liability Under Lower Rate.**—Before a carrier can successfully claim the benefit of limitation from full liability in a B/L, wherein the rate for transportation is determined by weight, the essential choice between an ad valorem rate and a rate by weight must be made to appear. In a shipper's action for loss of part of a shipment, wherein the carrier set up a limitation of liability, the burden was on plaintiff to show that he had been refused an alternative rate by the carrier, or that an alternative rate was not in existence.—*Mariani Bros. v. Thomas Wilson, Sons & Co.* Supreme Court of New York. 177 N. Y. Supp. 335.

**Shelling Corn in Transit.**—An interstate carrier's tariff provision that corn might be shelled in transit merely permitted shipper to have corn shelled en route, but did not obligate carrier to do the shelling, and a notation that it was to be shelled in transit was no more than a direction how shipment was to be handled, and not a contract that carrier would shell it, so that it was not liable for alleged negligence in shelling corn, the charge for which was added to scheduled freight charge and deducted from proceeds to shipper.—*Fay v. C. R. I. & P. Ry. Co.* Supreme Court of Iowa. 173 N. W. 69.

**Seizure of Shipment Covered by Order B/L.**—To exempt from seizure or levy by judicial process, without surrender of the B/L to the carrier or its being impounded by the court, goods shipped for which an order B/L has been issued by the carrier, must, under B/L Act Aug. 29, 1916, § 23 (U. S. Comp. St. § 8604e), and Personal Property Law N. Y. § 210, have been delivered to the carrier by the owner, or by a

person whose act in conveying title to the goods to a purchaser for value in good faith would bind the owner.—*Salant v. Pennsylvania R. Co.* Supreme Court of New York. 177 N. Y. Supp. 475.

**Trade Rule Part of Contract.**—Where a contract for the sale of corn for future delivery referred to the trade rule, such rule thereby became a part of the contract. Where a trade rule, which was part of a contract, was ambiguous, oral proof was properly permitted to elucidate it. Under a trade rule, which by reference was incorporated into and made a part of a contract for the sale of corn for future delivery, held, that it was immaterial to the buyer how long before the exercise of the election of the seller to ship the grain, or cancel the contract, notice of election was given, provided it reached the buyer 24 hours before election was exercised.—*Walker Grain Co. v. Blair Elevator Co.* U. S. Circuit Court of Appeals. 254 Fed. 422.

**Sale or Bailment of Stored Grain.**—Plaintiff deposited grain in an elevator with the understanding that it was to be indiscriminately mixed in a mass with other grain from which the owner of the elevator had the privilege of shipping. There was no agreement that the elevator company would keep on hand an amount of wheat of like grade and quantity until plaintiff saw fit to dispose of his wheat, but it was the intention of plaintiff when the price was satisfactory to present to the elevator owner his scale ticket and receive the prevailing market price for the wheat, held that the transaction constituted a "sale," and not a "bailment."—*Bonnett v. Farmers & Growers Shipping Ass'n*, Supreme Court of Kansas. 181 Pac. 634.

THE ANNUAL WHEAT SHOW will be held at Wichita, Kan., in October, and it is expected to be the largest exposition yet held. Several foreign countries are sending exhibits and delegates for the first time.

### Foreign Exchange Seeks Lower Levels.

Chas. P. Clifford, manager of the foreign exchange department of the First National Bank, Chicago, says:

"We are at the height of our export season. We must export and Europe must buy. She must have our foodstuffs. But what can she send us in return to balance this trade, which is pouring her money into the United States in a steady stream? Her production is at a low ebb and cannot be much greater until her men are released from her armies.

"On top of this, Europe's indebtedness to us on credits set up here since we entered the war reaches such a huge total that the interest charge alone is approximately \$500,000,000 annually. This item in itself is enough of a load to break anyone's back."

The suggestion is made that the situation be stabilized by long term credits to European banks with the sanction of the United States government. In other words Uncle Sam has a long pocket-book and his taxpayers must stand in the gap to assume hazards that prudent businessmen such as bankers shy at.

The rottiener the politics and finance of any country the more debased its currency. The rate of exchange on the Balkan states, Austria, Germany and the rest, is unfavorable to them because there is no confidence in their stability. If a man's credit and reputation are so poor that he can not borrow money of his neighbors why should strangers be imposed upon? For example, Spanish exchange is practically selling at par with American dollars, yet why does not the moneyed man of Spain buy up and support the exchange of England? Because the individual Spanish banker knows as well as the American banker that, as stated by Mr. Clifford, the allies are carrying a load to break anyone's back.

Coming closer home we find that today that \$100 of Canadian money is worth only \$96 in United States money, an unprecedented condition; but quite advantageous to a producer in the Dominion exporting commodities to the United States.

### Seller Liable for Failure to Deliver Wheat.

The Supreme Court of Kansas on July 5 affirmed a decision in favor of the M. W. Cardwell Grain Co. v. Brigham Uhl, and its ruling contains valuable suggestions to those involved in a controversy of this sort. One is: Don't repudiate a contract, as such action gives the other party a right to sue immediately without waiting for the time of delivery to expire. Another point is: Having repudiated a contract the defense can not be pleaded that no cars were available. The third point is: Don't seek to invalidate the contract by alleging the Board of Trade under the rules of which the trade was made is a gambling concern.

Judge Mason of the Supreme Court said: One of the contracts, entered into on October 16, 1916, called for a delivery within 60 days, or by Dec. 15. The action was begun on Dec. 13, 1916. The defendant asserts that it was prematurely brought. There was evidence, which the jury must be deemed to have accepted, that the defendant on Nov. 30 explicitly declared that he would not carry out either of the contracts. The plaintiff was justified in treating this as an anticipatory breach, and there was no occasion to delay the bringing of the action until the time originally fixed for performance, 13 C. J. 701; 6 R. C. L. 102, 103, 106; Cooper v. Bower, 78 Kan. 156, 163, 96 Pac. 59; Draper v. Miller, 92 Kan. 695, 141 Pac. 1014.

The other contract provided for a delivery within a reasonable time, or as soon as the defendant could procure cars. Complaint is made because the court did not instruct the jury as to what constituted a reasonable time and because there was no evidence as to when the cars could have been procured. The contract having been repudiated by the defendant, these matters became immaterial.

The petition alleged as to each contract that it was orally made, and that the plaintiff at once mailed the defendant a written confirmation "according to the rules of the Board of Trade which was made a part of the said contract." The answer contained denials that the contracts had been made, and "that the defendant ever had anything to do with the rules of the Board of Trade of Kansas City or elsewhere, and which he alleges is a gambling concern." No reply was filed, and no reference was made to the Board of Trade in the instructions. The defendant argues that his allegation that it was a gambling concern stood admitted, and that the trial court should have given an instruction regarding it. The statement concerning the Board of Trade was obviously inserted in the petition as a foundation for giving the letters of confirmation more force than they would otherwise have. No proof was made or attempted as to the rules of the Board of Trade concerning confirmation or anything else. There is nothing in the record to suggest that the contracts sued upon, if made, did not contemplate the actual delivery of the grain. The character of the Board of Trade therefore could not affect the plaintiff's rights herein.

The appellant's final contention is that error was committed in allowing a recovery of the difference between the contract price and the market price on the day the plaintiff bot wheat in lieu of that which the defendant was to have furnished.

The evidence was that on Nov. 30 the plaintiff wrote to the defendant stating, in substance, that unless he heard from him to the contrary by 11 o'clock on the morning of Dec. 4 he would buy the wheat elsewhere and look to him for the difference in price, and that, not having heard from him, the purchase was made at that time.

It has been determined by this court that, where the seller in advance of the time fixed for delivery declares that he will not fulfill his contract, the buyer may at once purchase at the market price and look to the seller for the difference. The seller certainly can not complain of a delay of a few days during which a further opportunity is given him to reconsider his decision and carry out the contract, at least where, as in this instance, he makes no showing of any increase in price during the interval. 182 Pac. Rep. 415.

A. C. ARNY AND R. J. GARBER of the Minnesota Experiment Station, have published in the Journal of the American Society of Agron., observations as to the precision secured in determining yields by the removal of 9, 5, and 4 rod rows from tenth-acre plats as compared with harvesting and threshing the entire plats. The conclusion was reached that removal of 9 rod rows from tenth-acre plats gave practically as accurate results as harvesting the entire plat.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

**Western Freight Traffic Buro** in Sup. 1 to 135-A gives rates on grain from Sioux City, Ia., to Ill. and Milwaukee, Wis.

**U. S. Railroad Administration** in Sup. 16 to 1-N of Western Freight Tariff Buro gives rules, regulations and exceptions to classifications, effective Sept. 30.

**Western Freight Traffic Buro** in Sup. 4 to 71-C gives change in rates on grain and grain products from points in Wis. and Minn. to points in Canada, Ind., Ky., Mich., N. Y., O., Pa. and W. Va.

**Freight Traffic Authority** 12299 authorizes publication on 30 days' notice of new commodity rates on grain, viz.: barley, not sprouted; corn, shelled; oats, rye, not roasted; wheat, carloads, from north Atlantic ports to points in central territory.

**C. & A. R. R.** in Tariff 2-F cancels Tariff 2-E and shows switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges, applying at stations on the C. & A. R. R., effective Sept. 25.

**U. S. Railroad Administration** in sup. 3 to E. B. Boyd's 139-A contains changes governing storage rules and charges applicable to freight in car load and less than car load lots, stored in or on railroad premises, effective Oct. 1, except as noted in individual items.

**Freight Traffic Authority** 12276 authorizes on 30 days' notice application of same switching charges on grain, grain products and seeds, carloads, between industries, mills, seed houses and team tracks and elevators, mills, seed houses and team tracks at Atchison, Kan., as now apply on carload shipments of wheat.

**C. R. I. & P. R. R.** in Sup. 61 to 13207-F gives joint proportional rates on carloads of grain, grain products and seeds, from Albright, Omaha, South Omaha, Neb., Armourdale

(Kansas City, Kan.), Council Bluffs, Ia., Kansas City and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines. Effective Sept. 26.

**C. & E. I. R. R.** in Sup. 1 to 8650 gives joint and proportional domestic and export rates on grain, grain products, grain by-products, also cotton seed and cotton seed products, from stations on the C. & E. I. R. R. to Points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Vt., W. Va., and points in Canada shown in tariff effective Oct. 1.

**C. B. & Q. R. R.** in Sup. 34 to C. B. & Q. G. F. O. 3457-G and Q. O. & K. C. Circ. 112-H gives local and joint freight tariff naming rules and regulations, including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective Oct. 5.

**C. & E. I. R. R.** in Sup. 5 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, seeds, and red top seed chaff, from stations on the C. & E. I. R. R., also from Cairo, Ill., (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.) and Moline Transfer, Ill. (via C. M. & G. R. R.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Oct. 1.

**C. R. I. & P. R. R.** and **C. R. I. & G. R. R.** in Sup. 69 to 28675-B give local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking the same rates, also stations in Colo., Ill., Ia., Kan., Mo., Neb., and Okla., and stations in Kan., Colo., Neb., N. Mex., Okla., and Texoma, Tex., effective Sept. 30.

**C. R. I. & P. R. R.** in Sup. 41 to 10389-D gives local, joint and proportional rates on grain, grain products and seeds, between St. Louis, Hannibal, Mo., East St. Louis, Alton, Quincy, Ill., and other points named in Sec. 1 of tariff as amended, and stations in Ill., Ia., Minn., Mo., and S. D., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan. Also carloads of grain and grain products from stations in Ia., Minn., and S. D., to Cairo,

Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined southeast and Carolina territories, effective Sept. 27.

THE U. S. GRAIN CORPORATION has announced that all dealers in wheat, large or small, must have a license. This covers all transactions in wheat, whether fit for human consumption or not.

JULIUS H. BARNES has accepted an invitation to speak at Kansas City during the three day meeting of the International Farm Congress, Sept. 25-28, in defense of the Wheat Director's wheat grading, and discounting.

## Books Received

THE TOPEKA MARKET is the title of attractive pamphlet, well printed and generously illustrated, issued by the Topeka Board of Trade. The 24 pages are devoted to pictures and historical and descriptive articles concerning the milling and elevator companies of Topeka.

HAS THE NORTH POLE BEEN DISCOVERED? is a critical analysis of the claims of the rival explorers Peary and Cook by an old sea captain, none other than our good friend Thomas F. Hall, inventor of the Hall Distributor and the non-chokable boot for grain elevators. Mr. Hall went to sea at the age of 15, starting out before the mast and on his fourth voyage had advanced to captain of the bark Egypt. After 8 years, during which he crossed the equator 20 times, he quit the sea in 1865. As an experienced navigator he picks to pieces the latitudes and longitudes of the Arctic travelers and out-does A. Conan Doyle in detecting discrepancies in the narrative and testimony of one of the travelers. The whole makes an interesting volume of 539 pages, with maps, bound in cloth, and published by Richard G. Badger, Boston, Mass. Price, \$2.50.

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# OFFICIAL BROWN-DUVEL Moisture Tester

1 Flask.....	\$25.00		For
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4 Flask.....	65.00	discount	Alcohol
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This Tester conforms exactly to government requirements

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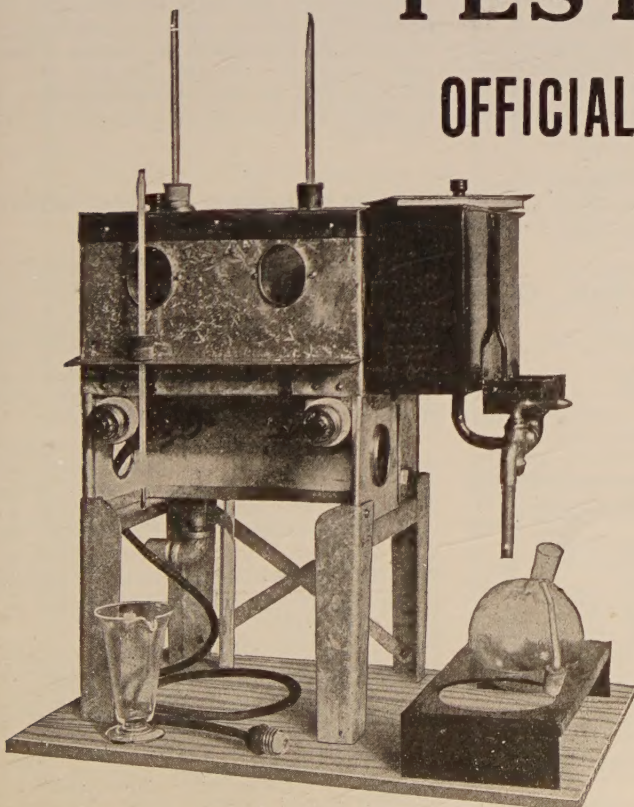
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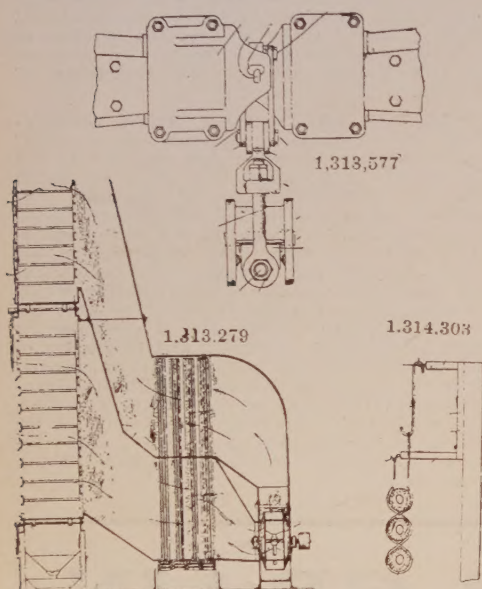




## Patents Granted

**1,313,279. Grain Drier.** Hubert C. Ellis, Evanston, Ill. This drier consists of a grain shaft, a fan for forcing air thru the shaft, intake and outlet ducts for the fan, and air heating means in both of the ducts whereby the atmospheric resistance in the ducts will be substantially balanced.

**1,313,577. Track-Scale.** John H. A. Bousfield, St. Johnsbury, Vt. This scale has a plurality of levers, a lever extending in a direction transverse to these, a connection between the former levers and the transverse lever arranged symmetrically of the line formed by the intersection of vertical planes in which the axes of the levers are respectively situated, and adjustment means for maintaining such symmetrical arrangement.



**1,314,303. Seed-Corn Hanger.** Edgar F. Brown, Derby, Ia. A frame formed of a vertical member and two horizontal members connected therewith, has eyes mounted in the edge of one of the horizontal members, a swinging wire with a loop bill and with hooks engaged in the eyes mentioned above, hooks mounted on the other horizontal members of the frame, and a cord strung over the last-mentioned hooks and over the loop bill of the swinging wire, to form two depending loops whereby the swinging wire element may be rocked for the purpose of binding together a number of ears of seed corn.

THE NATIONAL ASS'N of Commissioners of Agriculture will ask Congress for \$2,000,000 to be devoted to the extermination of the corn borer, according to a resolution proposed by S. C. Worgord, of Wisconsin.

DUST EXPLOSION causes may be further investigated if a bill by Senator McKellar, of Tennessee, providing an appropriation of \$100,000 for this purpose, is passed. The bill has been read twice and referred to the Com'te on Agriculture.

THE PARIS OFFICE of the American Relief Administration closed August 25. Mr. Flesh, vice-pres. of the U. S. Grain Corporation, is supervising the work of the clerical staffs in Prague, Warsaw, Vienna, Trieste, Constantinople, Bucharest, Riga, Rotterdam and Danzig, whose sole remaining task is to balance the books. The administration expires and dissolves automatically thru lack of funds, the appropriation having been exhausted, but the object of the organization, the tiding over of the needy until harvest, has been accomplished.

## Texas Wheat Export Tied Up.

The early movement of wheat from Texas was delayed by unfavorable weather and the absorption by millers of the early threshed grain; but finally the country shippers got good deliveries from growers and contracted for shipment.

Many cars had been loaded and started for Galveston when the embargo was announced. Prior to the publication of notice of these embargoes country dealers had loaded thousands of cars for Galveston and Texas City, and it is felt that they have been imposed upon.

H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, on Aug. 27 wired Wheat Director Julius H. Barnes, as follows:

"Texas is in a very serious attitude account lack of ships to take the wheat from Galveston and Texas City. Estimates ten million bushels directed toward Galveston with ship room provided for less than half, leaving more than five million bushels subject to equinoctial storm risk with inadequate insurance, causing bankruptcy and ruin staring many dealers in the face. Would it not be possible to divert ships from New Orleans as I understand their elevator space is not half filled. Understand foreign ships only are taking wheat from Texas ports. Would it not be possible to secure ships from the Shipping Board? If not, then could you not secure from Railroad Administration an emergency rate to New Orleans on this distressed wheat. Hope you will exercise every effort and energy to secure relief for us. We are in great distress and need your assistance. What are the possibilities for immediate relief."

Thru Mr. Dorsey's efforts several large cargo steamers have been diverted from other ports to load at Galveston.

Mr. Dorsey's correspondence with the wheat director and shipping authorities brot out the fact that it is almost impossible to do anything to ease up the situation, as the wheat buying for export is done by foreign governments which control their own steamers at charter rates lower than those of the U. S. Shipping Board and designate the ports of loading to suit themselves. If it were not for this artificial control the situation would right itself by the boats going to the ports where the demand for tonnage was the greatest, as naturally higher freights would be offered at those ports.

The congestion of which Mr. Dorsey complains may be the forerunner of a condition that is to prevail for several months at all markets. Stocks are piling up everywhere. The Sept. 3 statement of the Grain Corporation showed an increase from 164,000,000 to 189,000,000 bus. in the wheat stocks during the week ending Aug. 22.

ROUMANIA can export over 100,000 truck-loads of corn in 1919, according to an announcement of the Roumanian press buro in Berne.

## Annual Statement Tri-State Grain Dealers Fire Ins. Co.

The 17th annual statement of the Tri-State Grain Dealers Fire Insurance Co. has been issued by Sec'y E. H. Moreland, of Luverne, Minn. At the recent annual meeting of the company 60% of the deposit premium was ordered returned to the policy-holders, and the contingent reserve fund was increased \$10,000, making a total of \$30,000 now in that fund. The Board of Directors was increased from seven to nine members.

Gross premiums during the year were \$81,849.12, of which \$1,125.82 was expended in reinsurance premium returns, \$2,465.55 in premium returns, and \$3,386.77 in dividends, leaving net premiums of \$74,870.98, which was further reduced by reinsurance paid, to \$53,324.14. Total net cash receipts for the year were \$92,846.46. Fire losses incurred amounted to \$6,534.25, and this, less reinsurance of \$1,308.17, leaves \$5,226.08, representing the fire losses paid.

Total assets were \$84,284.11, and insurance in force July 1 was \$4,102,789.

## Insurance Notes.

GEO. E. TRAUT, formerly of Bloomington, Ill., is now at the home office of the Grain Dealers Fire Ins. Co., at Indianapolis, Ind.

ST. PAUL, MINN.—The Fire Prevention Congress, to create further interest in an effort to stop needless fire-waste thruout the country, will be held here Sept. 25. The mayors of all cities and towns of Minnesota, fire chiefs and firemen, newspaper men and members of Fire Prevention com'tes, will be invited.

THE FARMERS ORGANIZATIONS of SOUTH DAKOTA have completed the formation of a Mutual Insurance Ass'n, which will write fire policies for farmers elevator companies, lumber companies, creameries and co-operative stores, in South Dakota. The rates are said to be very low, and the directors expect to reduce them further as the volume of business grows. The officers of the ass'n are: A. L. Berg, Baltic, S. D., pres.; Chas. Sandvig, Canton, S. D., vice-pres.; Chas. H. Eyler, Sioux Falls, S. D., sec'y; T. B. Martin, Colton, S. D., treas. The directors are: E. H. Day, Clark; A. L. Berg, Baltic; T. B. Martin, Colton; August Knebel, Lily; H. W. Gary, Garden City; Chas. Sandvig, Canton; F. H. Humphrey, Geddes, S. D.

THE FIRE occurred at 7:30 p. m. The foreman went into the power house to shut down the engine. While he was engaged in doing this, an explosion occurred. He went out through the window, and none too soon, as a second explosion quickly followed the first and in less time than it takes to tell it the elevator was on its way to destruction. From all the evidence we can collect, there was a leak in the feed pipe, which filled the power house with gas and a defect somewhere in the engine furnished the spark. The sad part of it is there was an engine man on the ground and he was there to overhaul the engine; but the work was put off until a car was loaded.

The lesson here seems to be that if there is anything wrong with an engine or any other piece of machinery, it should be fixed forthwith. We have had two bad fires in succession and both of them were caused by defective engines WHICH WERE GOING TO BE FIXED SOON. We look with contempt upon the Mexican habit of putting things off until tomorrow. As the Mexican is a very logical person, he must sometimes smile when he reads the accounts of some of our fires.—Our Paper.

## Change of Indiana Elevator Insurance Rates.

The Indiana inspection buro, of which E. M. Sellers is manager, has been ordered by the auditor of state, Otto L. Klauss, to discontinue the use of the standard terminal elevator schedule for rating elevators which are not terminal. The terminal rates are said to be about 40% higher than the ordinary elevator rates.

The ruling was made by the auditor as the result of a test case heard August 20 by Miles C. Schaeffer, actuary, and Thomas S. McMurray, fire insurance rate expert, in the state department. The Noblesville Milling Co. complained that the buro had applied the high terminal rate to its private elevator B.

The following ruling was issued by the state department:

It is ordered, that the Indiana Inspection Buro discontinue the use of the schedule known as standard terminal elevator schedule for rating grain elevators other than terminal elevators and immediately re-rate all grain elevators within the state of Indiana not terminal elevators, under the schedule known as the standard grain elevator schedule, and make such rates effective as are obtained by the application of said standard grain elevator schedule as of date of June 12, 1919, or the date upon which said schedule was filed in my office.



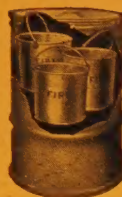
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## SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ———— R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

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INCORPORATED 1877

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Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

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HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## \$32,000 Loss on Grain; \$35,000 Insurance

These are the figures in a recent elevator loss, where the owner handled his insurance account the "Grain Dealers' Way."

Cause of fire is "Unknown." Elevator shut down at noon; fire broke out in detached cob house at 8:30 P. M. Gasoline power; engine in detached concrete building. Neither power house or power was damaged.

Insure your grain the "Grain Dealers' Way." Make frequent inspection of cob and dust houses.

C. R. McCOTTER  
Western Manager  
Omaha, Nebraska



C. A. McCOTTER  
Secretary  
Indianapolis, Ind.

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E. H. MORELAND, Secretary

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show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

## Mutual Fire Prevention Bureau

OXFORD, MICHIGAN

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Price \$3.00.

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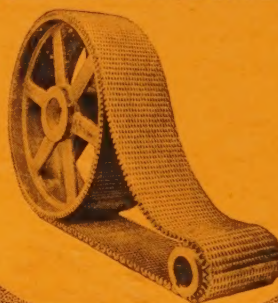
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